



*Working together to plan for the future*

# **COMPASS BOARD OF DIRECTORS' MEETING PACKET**

**December 19, 2022**



**Community Planning Association of Southwest Idaho  
2022 COMPASS Board of Directors**

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
<b>Ada County:</b> Commissioner Kendra Kenyon Commissioner Rod Beck Commissioner Ryan Davidson	<b>Boise State University:</b> President Marlene Tromp	<b>Governor's Office:</b> Vacant
<b>Ada County Highway District:</b> Commissioner Dave McKinney Commissioner Jim Hansen Commissioner Mary May	<b>Capital City Development Corporation:</b> John Brunelle, Executive Director	<b>Greater Boise Auditorium District:</b> Pat Rice, Executive Director
<b>Canyon County:</b> Commissioner Keri Smith Commissioner Leslie Van Beek Commissioner Pam White	<b>Idaho Department of Environmental Quality:</b> Aaron Scheff, Regional Administrator	<b>Southwest District Health Department:</b> Nikole Zogg, District Director
<b>Canyon Highway District No. 4:</b> Commissioner Jay Gibbons	<b>Idaho Transportation Department:</b> Caleb Lakey, District 3 Engineer	
<b>City of Boise:</b> Mayor Lauren McLean Councilmember Elaine Clegg Councilmember Holli Woodings	<b>Valley Regional Transit:</b> Kelli Badesheim, Executive Director	
<b>City of Caldwell:</b> Mayor Jarom Wagoner Brent Orton, Public Works Director		
<b>City of Eagle:</b> Mayor Jason Pierce Nichoel Baird Spencer, Director of Long-Range Planning & Projects		
<b>City of Garden City:</b> Mayor John Evans		
<b>City of Greenleaf:</b> Councilmember Dan Hyer		
<b>City of Kuna:</b> Mayor Joe Stear Councilmember John Laraway		
<b>City of Melba:</b> Mayor Cory Dickard		
<b>City of Meridian:</b> Mayor Robert Simison Bill Nary, City Attorney Charlie Rountree		
<b>City of Middleton:</b> Mayor Steve Rule		
<b>City of Nampa:</b> Mayor Debbie Kling Councilmember Victor Rodriguez Tom Points, Public Works Director		
<b>City of Notus:</b> Mayor David Porterfield		
<b>City of Parma:</b> Vacant		
<b>City of Star:</b> Mayor Trevor Chadwick		
<b>City of Wilder:</b> Chelsie Johnson, Public Works Superintendent		

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**MAKING A MOTION:**

1. **Seek recognition from the chair.**
2. **When you are recognized, say, "I move..."**  
*State your motion clearly, concisely, and completely.*
3. **Wait for someone to "second" your motion.**  
*A "second" does not imply the person making the second agrees with the motion – only that he/she agrees it should be debated.*
4. **Wait while the chair restates the motion.**  
*Be prepared to provide the motion to the chair in writing, if needed or requested, to ensure the chair accurately restates it.*
5. **Respectfully debate your motion.**  
*As the person making the motion, you have the right to speak first, but do not have to. When you speak, state your opinion then respectfully listen to, and consider, other opinions.*
6. **Wait for the chair to take a vote.**  
*After discussion is complete, the chair will call for a vote.*
7. **Listen as the chair announces the result of the vote.**

<b>Motions to Protect Rights:</b>
• Division of the Assembly
• Point of order
• Appeal chair's ruling
• Point of information
• Parliamentary inquiry
<b>Motions to Choose Voting Methods:</b>
• Vote by ballot, roll call, counted vote
• Choose method of nominations
• Open or close nominates or the polls
<b>Motions to Delay Action:</b>
• Refer to a committee
• Postpone to a definite time
• Recess
• Adjourn
• Postpone indefinitely
• Lay on the table
<b>Motions to Vary the Procedures:</b>
• Suspend the rules
• Divide the question
• Request to withdraw a motion
• Request relief from duty – or resign
<b>Motions to Re-examine:</b>
• Reconsider
• Rescind/Amend something previously adopted
• Take from the table
• Discharge a committee

<b>To Change a Proposed Motion:</b>
<b>Amend Motions to Raise Urgent Issues:</b>
• Question of privilege
• Orders of the day
• Object to consideration
<b>Motions to Control Debate:</b>
• Limit debate
• Previous question

**TABLE OF RULES RELATING TO MOTIONS:**

Motion	Debate?	Amend?	Vote
Adjourn	No	No	Majority
Amend	Yes	Yes	Majority
Amend Something Previously Adopted	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Appeal	Normally	No	Majority in negative required to reverse chair's decision
Commit	Yes	Yes	Majority
Debate, Close (Previous Question)	No	No	2/3
Debate, Limit or Extend Limits of	No	Yes	2/3
Main Motion	Yes	Yes	Majority
Postpone	Yes	Yes	Majority
Previous Question	No	No	2/3
Recess	No	Yes	Majority
Reconsider	If motion to be reconsidered debatable	No	Majority
Rescind	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Refer (Commit)	Yes	Yes	Majority
Suspend the Rules (of Order)	No	No	2/3
Suspend the Rules (standing or convention standing rules)	No	No	Majority
Voting, motions relating to	No	Yes	Majority

## 2023 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
February 27, 2023 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> <li>• Confirm Finance Committee Membership</li> <li>• Approve COMPASS' Title VI Plan</li> <li>• Approve Revisions to the COMPASS Development Review Process Protocol</li> <li>• Provide an update on the latest legislative developments at the state and federal levels.</li> </ul>
April 17, 2023 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> <li>• Accept 2023 Population Estimates</li> <li>• Approve FY2024 General and Special Membership Dues</li> <li>• Provide an update on the latest legislative developments at the state and federal levels.</li> </ul>
June 26, 2023 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> <li>• Consider Executive Committee's Recommendation Regarding the Executive Director's Annual Performance Evaluation</li> <li>• Approve the Draft <i>Communities in Motion 2055</i> workplan items and timeline</li> <li>• Approve End-of-Year Program and Redistribution Priorities</li> <li>• Provide an update on the latest legislative developments at the state and federal levels.</li> </ul>
August 21, 2023 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> <li>• Approve FY2024 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects</li> <li>• Approve updates to the FY2025-2031 COMPASS Application Guide</li> <li>• Present findings and Approve the Regional Housing Coordination Plan</li> <li>• Adopt Resolution Approving the FY2024 Unified Planning Work Program and Budget (UPWP)</li> <li>• Approve COMPASS Workgroup Charters</li> <li>• Provide an update on the latest legislative developments at the state and federal levels.</li> </ul>
October 16, 2023 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> <li>• Establish 2024 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting</li> <li>• Adopt Resolution Approving FY2024-2030 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration</li> <li>• Adopt Resolution Approving Rural Application Prioritization</li> <li>• Approve FY2024 Resource Development Plan</li> <li>• Provide an update on the latest legislative developments at the state and federal levels.</li> </ul>

<p><b>December 18, 2023</b>  <b>Holiday Luncheon</b>  <b>12:00 pm</b></p> <p><b>Annual Meeting</b>  <b>1:30 pm – 3:30 pm</b></p>	<p><b>Nampa Civic Center 311</b>  <b>3rd Street South</b>  <b>Nampa, Idaho</b></p>	<ul style="list-style-type: none"> <li>• <b>Confirm 2024 Board Officers: Chair, Chair Elect, Vice Chair, Immediate Past Chair. Elect Secretary-Treasurer</b></li> <li>• <b>Confirm Regional Transportation Advisory Committee Membership</b></li> <li>• <b>Approve 2024 Federal Transportation Policy Positions</b></li> <li>• <b>Approve 2024 Idaho Legislative Session Position Statements</b></li> <li>• <b>Adopt Resolution Approving Revision 1 of the FY2024 Unified Planning Work Program and Budget (UPWP)</b></li> </ul>
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COMPASS BOARD OF DIRECTORS' MEETING  
DECEMBER 19, 2022 – 1:30 PM  
NAMPA CIVIC CENTER  
311 3<sup>RD</sup> ST S  
NAMPA, ID

ZOOM and Facebook Live Streaming will not be available

**REMINDER: COMPASS Board members are invited to attend the annual holiday luncheon and Leadership in Motion awards ceremony at 12:00 pm. Please RSVP your attendance to Teri Gregory before December 9, 2022.**

Please RSVP to Teri Gregory at [tgregory@compassidaho.org](mailto:tgregory@compassidaho.org) or 208-475-2225.

Written comments may be submitted by email to [info@compassidaho.org](mailto:info@compassidaho.org). Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on December 19, 2022, will be provided to the Board members and read into the record during the meeting.

**\*\* AGENDA \*\***

**I. CALL TO ORDER/ROLL CALL (1:30)**

**II. OPEN DISCUSSION/ANNOUNCEMENTS**

**III. CONSENT AGENDA**

- Page 9 A.\* Approve October 17, 2022, COMPASS Board of Directors Meeting Minutes
- Page 13 B.\* Receive Approved September 13, 2022, Executive Committee Meeting Minutes
- Page 16 C.\* Receive Approved August 18, 2022, Finance Committee Meeting Minutes
- Page 18 D.\* Approve List of Records for Destruction
- Page 21 E.\* Approve 2023 Regional Transportation Advisory Committee (RTAC) Membership
- Page 23 F.\* Adopt Resolution 05-2023, Authorizing an Increase to the COMPASS Business Credit Card Credit Limit

**IV. ACTION ITEMS**

- 1:35 Page 26 A.\* Adopt Resolution 06-2023 Approving *Communities in Motion 2050 (CIM 2050)* Liisa Itkonen  
*Liisa Itkonen will seek COMPASS Board of Director's approval of a resolution adopting CIM 2050.*

- 1:55  
Page 36
- B.\* Adopt Resolution 07-2023 Approving Revision 1 of the FY2023 Unified Planning Work Program and Budget (UPWP)** **Meg Larsen**  
*Meg Larsen will seek COMPASS Board of Directors' approval of Revision 1 of the FY2023 UPWP.*
- 2:10  
Page 63
- C.\* Adopt Resolution 08-2023 Amending the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs (TIPs)** **Toni Tisdale**  
*Toni Tisdale will seek COMPASS Board of Directors' approval of a resolution amending the FY2022-2028 and FY2023-2029 TIPs at the request of the City of Nampa and the Local Highway Technical Assistance Council.*
- 2:20  
Page 79
- D.\* Approve 2023 Federal Transportation Position Statements** **Matt Stoll**  
*Matt Stoll will seek COMPASS Board of Directors' approval of 2023 federal transportation position statements.*
- 2:35  
Page 81
- E.\* Approve 2023 Idaho Legislative Session Positions Statements** **Matt Stoll**  
*Matt Stoll will seek COMPASS Board of Directors' approval of the 2023 Idaho legislative position statements.*
- 2:45  
Page 83
- F.\* Approve the 2022 Change in Motion Scorecard** **Hunter Mulhall**  
*Hunter Mulhall will seek COMPASS Board of Director's approval of the 2022 Change in Motion Scorecard*
- 2:55  
Page 84
- G.\* Confirm 2023 Board Officer Slate** **Matt Stoll**  
*COMPASS Bylaws require the Board of Directors confirm ascension of new Board officers and election of new Secretary-Treasurer.*

**V. INFORMATION/DISCUSSION ITEMS**

- 3:05
- A. Status Report – Finance Committee** **Jay Gibbons**  
*The Finance Committee Chair will provide a status report on the December 1 and December 15, 2022, Finance Committee meetings.*
- 3:15  
Page 86
- B.\* Status Report - Idaho Transportation Board Policy on Local Funding** **Toni Tisdale**  
*Toni Tisdale will provide a status report on the Idaho Transportation Department's policy on local funding, as well as updates on new funding programs.*

**VI. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY)**

- Page 100 **A.\* Staff Activity Reports**
- Page 110 **B.\* Status Report – Current Air Quality Data**
- Page 116 **C.\* Status Report – Regional Transportation Advisory Committee Attendance**
- Page 117 **D.\* Administrative Modifications**

**VII. OTHER**

**Next Meeting: February 27, 2023**

**VIII. ADJOURNMENT (3:30)**

**\*Enclosures. Times are approximate. Agenda is subject to change.**

*Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-475-2229 con 48 horas de anticipación.*

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**COMPASS BOARD OF DIRECTORS' MEETING  
OCTOBER 17, 2022  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
700 NE 2<sup>ND</sup> STREET, MERIDIAN, ID  
ZOOM CONFERENCE CALL**

**\*\* DRAFT MINUTES \*\***

**ATTENDEES:**

Kelli Badesheim, Valley Regional Transit, in person  
Nichoel Baird Spencer, City of Eagle, via telephone  
Rod Beck, Commissioner, Ada County, via telephone  
Matt Edmond for John Brunelle, Capital City Development Corporation, via telephone  
Trevor Chadwick, Mayor, City of Star, via telephone  
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**, in person  
Ryan Davidson, Commissioner, Ada County, via telephone  
John Evans, Mayor, City of Garden City, via telephone  
Jim Hansen, Commissioner, Ada County Highway District, in person  
Kendra Kenyon, Commissioner, Ada County, via telephone  
Debbie Kling, Mayor, City of Nampa, **Chair Elect**, in person  
Caleb Lakey, Idaho Transportation Department – District 3, in person  
John Laraway, Councilmember, City of Kuna, in person  
Mary May, Commissioner, Ada County Highway District, **Vice Chair**, in person  
Dave McKinney, Commissioner, Ada County Highway District, via telephone  
Lauren McLean, Mayor, City of Boise, via telephone  
Bill Nary, City of Meridian, via telephone  
Tom Points, City of Nampa, in person  
Victor Rodriguez, Councilmember, City of Nampa, via telephone  
Bruce Freckleton for Charlie Rountree, City of Meridian, via telephone  
Steve Rule, Mayor, City of Middleton, via telephone  
Aaron Scheff, Idaho Department of Environmental Quality, via telephone  
Joe Stear, Mayor, City of Kuna, **Chair**, in person  
Matt Stoll, Executive Director, Community Planning Association, Ex officio, in person  
Drew Alexander for Marlene Tromp, Boise State University, via telephone  
Holli Woodings, Councilmember, City of Boise, in person

**MEMBERS ABSENT:**

Cory Dickard, Mayor, City of Melba  
Jay Gibbons, Commissioner, Canyon Highway District No. 4, **Secretary-Treasurer**  
Dan Hyer, Councilmember, City of Greenleaf  
Chelsie Johnson, City of Wilder  
Brent Orton, City of Caldwell  
Jason Pierce, Mayor, City of Eagle  
David Porterfield, Mayor, City of Notus  
Robert Simison, Mayor, City of Meridian  
Keri Smith, Commissioner, Canyon County  
Leslie Van Beek, Commissioner, Canyon County  
Jarom Wagoner, Mayor, City of Caldwell  
Pam White, Commissioner, Canyon County  
Nikole Zogg, Southwest District Health, Ex officio

**OTHERS:**

Josie Gallup, Community Planning Association, via telephone  
Teri Gregory, Community Planning Association, in person  
Liisa Itkonen, Community Planning Association, via telephone  
Lila Klopfenstein, Community Planning Association, via telephone  
Meg Larsen, Community Planning Association, via telephone  
Justin Lucas, Ada County Highway District, in person  
Austin Miller, Community Planning Association, via telephone  
Shawn Nickel, City of Star, via telephone  
Sherone Sader, Community Planning Association, via telephone  
Joey Schueler, Community Planning Association, via telephone  
Toni Tisdale, Community Planning Association, via telephone  
Steven Zielig, Boise Hunter Homes, in person

**CALL TO ORDER**

Chair Joe Stear called the meeting to order at 1:35 pm.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Matt Stoll announced the COMPASS Holiday Luncheon will be at 12:00 pm on December 19, 2022, at the Nampa Civic Center. The COMPASS Board Meeting will follow. The Board meeting will be in person without a ZOOM option.

Mayor Debbie Kling announced the City of Nampa's State of the City will be on October 19, 2022, at 11:30 am and can be viewed via livestream.

## CONSENT AGENDA

- A. Establish 2023 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting.
- B. Approve August 15, 2022, COMPASS Board of Directors Meeting Minutes
- C. Receive Approved Minutes from July 12, 2022, Executive Committee Meeting
- D. Receive Approved Minutes from July 14, 2022, Finance Committee Meeting
- E. Approve Appointment of Ada County Highway District Staff Member Kristy Inselman and City of Caldwell Staff Member Wayne Herbel to the Regional Transportation Advisory Committee (RTAC), per RTAC Bylaws Article 2, Committee Structure, 2.4.
- F. Approve List of Records for Destruction

Holli Woodings moved and Mary May seconded approval of the Consent Agenda as presented. Motion passed unanimously.

## ACTION ITEMS

- A. Adopt Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2022-2028 Regional Transportation Improvement Program (TIP) and Approving the Draft FY2023-2029 TIP and Associated Air Quality Conformity Demonstration

Toni Tisdale presented the resolutions amending CIM 2040 2.0 and the FY2022-2028 TIP and approving the draft FY2023-2029 TIP and associated Air Quality Conformity Demonstration and requested Board approval.

After discussion, **Kelli Badesheim moved and Debbie Kling seconded to approve the resolutions amending CIM 2040 2.0 and the FY2022-2028 TIP and approving the draft FY2023-2029 TIP and associated Air Quality Conformity Demonstration. Motion passed unanimously.**

- B. Approve the FY2023 Resource Development Plan

Joey Schueler presented the FY2023 Resource Development Plan and requested Board approval.

After discussion, **Mary May moved and Holli Woodings seconded to approve the FY2023 Resource Development Plan. Motion passed unanimously.**

### **C. Adopt Resolution Supporting Priorities for Rural Projects**

Toni Tisdale presented a resolution supporting priorities for rural projects and requested Board approval.

After discussion, **Debbie Kling moved and Elaine Clegg seconded to approve the resolution supporting priorities for rural projects. Motion passed unanimously.**

### **D. Approve the Planning and Environmental Linkages Workgroup Charter**

Lila Klopfenstein presented the Planning and Environmental Linkages Workgroup charter and requested Board approval.

After discussion, **Elaine Clegg moved and Mary May seconded to approve the Planning and Environmental Linkages Workgroup charter. Motion passed unanimously.**

## **INFORMATION ITEMS**

### **A. Status Report – *Communities in Motion 2050***

Liisa Itkonen presented an update on *Communities in Motion 2050*.

## **ADJOURNMENT**

**Chair Joe Stear adjourned the meeting at 2:55 p.m.**

**Approved this 19<sup>th</sup> day of December 2022.**

**By: \_\_\_\_\_**  
**Joe Stear, Chair**  
**Community Planning Association of**  
**Southwest Idaho**

**Attest:**

**By: \_\_\_\_\_**  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association of Southwest Idaho**

**EXECUTIVE COMMITTEE MEETING  
SEPTEMBER 13, 2022  
COMPASS SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM  
700 NE 2<sup>ND</sup> STREET  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:**

Rod Beck, Commissioner, Ada County, in person  
Trevor Chadwick, Mayor, City of Star, via telephone  
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**,  
via telephone  
Jay Gibbons, Commissioner, Canyon Highway District #4, **Secretary-  
Treasurer**, via telephone  
Debbie Kling, Mayor, City of Nampa, **Chair Elect**, via telephone  
Mary May, Commissioner, Ada County Highway District, **Vice Chair**, in  
person  
Steve Rule, Mayor, City of Middleton, via telephone  
Robert Simison, Mayor, City of Meridian, in person  
Keri Smith, Commissioner, Canyon County, via telephone  
Joe Stear, Mayor, City of Kuna, **Chair**, in person  
Jarom Wagoner, Mayor, City of Caldwell, via telephone

**MEMBERS ABSENT:** Jason Pierce, Mayor, City of Eagle

**OTHERS PRESENT:** Lila Klopfenstein, COMPASS, in person  
Megan Larsen, COMPASS, in person  
Justin Lucas, Ada County Highway District, via telephone  
Amy Luft, COMPASS, in person  
Matt Stoll, Executive Director, COMPASS, in person

**CALL TO ORDER**

Chair Joe Stear called the meeting to order at 1:30 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Matt Stoll thanked COMPASS members for letters of support and statements of joint participation for the Safe Streets and Roads for All grant application.

Matt Stoll announced that COMPASS is working with the Idaho Transportation Department and other partners on a RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant application for improvements along Chinden Boulevard (US 20/26) in Garden City.

Matt Stoll also announced that COMPASS will be sending statements of interest to the Federal Rail Commission regarding studying the return of the Amtrak Pioneer line and exploring a multi-state regional rail commission.

## **CONSENT AGENDA**

### **A. Approve July 12, 2022, Executive Committee Meeting Minutes**

**Mary May moved and Elaine Clegg seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **ACTION ITEMS**

### **A. Establish October 17, 2022, COMPASS Board Meeting Agenda**

Matt Stoll reviewed upcoming agenda items for the October 17, 2022, Board Meeting.

**After discussion, Debbie Kling moved and Trevor Chadwick seconded approval of items 1 – 18 for the October 17, 2022, COMPASS Board of Directors meeting. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

### **B. Authorize Call for 2023 COMPASS Board of Directors' Secretary/Treasurer Nominations**

Matt Stoll requested Executive Committee authorization to solicit nominations for the open 2023 Board officer position per COMPASS Bylaws.

**After discussion, Mary May moved and Robert Simison seconded to authorize Matt Stoll to solicit nominations from Ada County for the open 2023 Board of Directors' Secretary/ Treasurer position. Motion passed unanimously.**

### **C. Recommend Creation of a Planning and Environmental Linkages Workgroup**

Lila Klopfenstein presented a draft workgroup charter for a Planning and Environmental Linkages Workgroup to assist in developing the scope of work for a Planning and Environmental Linkages study on high-capacity transit.

**After discussion, Elaine Clegg moved and Robert Simison seconded to recommend COMPASS Board of Directors' approval of the Planning and Environmental Linkages Workgroup charter with the stipulation that the scope of work developed by the workgroup will be completed no later than March 2023 and the clarification that the Planning and Environmental Linkages Workgroup is specifically to address high-capacity transit. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Discuss Potential Areas of Focus for the 2023 State and Federal Position Statements**

Matt Stoll sought Executive Committee input on potential legislative positions and/or legislation for the 2023 state and federal legislative sessions. In addition to input provided in the meeting, Executive Committee members were requested to provide additional input via email prior to the October 11, 2022, meeting. Draft legislative priorities will be presented in the October meeting for discussion.

**B. Status Report – FY2023 COMPASS Membership**

Matt Stoll provided a status report on membership commitment for FY2023 and announced that Golden Gate Highway District has informed COMPASS that it does not intend to renew its membership in FY2023.

**C. Status Report – Regional Transportation Advisory Committee (Memo Only)**

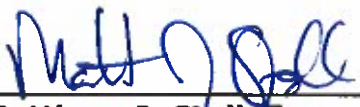
**ADJOURNMENT**

Chair Joe Stear adjourned the meeting at 2:22 p.m.

**Approved this 15<sup>th</sup> day of November 2022.**

By:   
\_\_\_\_\_  
**Joe Stear, Chair  
Community Planning Association of  
Southwest Idaho**

**Attest:**

By:   
\_\_\_\_\_  
**Matthew J. Stoll, Executive Director  
Community Planning Association of  
Southwest Idaho**

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*Working together to plan for the future*

**FINANCE COMMITTEE MEETING  
AUGUST 18, 2022  
COMPASS 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM AND VIA ZOOM**

**\*\* MINUTES \*\***

**ATTENDEES:** Jay Gibbons, Commissioner, Canyon Highway District #4, **Chair**, in person  
Jim Hansen, Commissioner, Ada County Highway District, **Vice Chair**, via telephone  
Ryan Davidson for Kendra Kenyon, Commissioner, Ada County, via telephone  
Victor Rodriguez, Councilmember, City of Nampa, via telephone  
Wendy Miles for Steve Rule, Mayor, City of Middleton, via telephone  
Holli Woodings, Councilmember, City of Boise, via telephone

**MEMBERS ABSENT:** Keri Smith, Commissioner, Canyon County

**OTHERS PRESENT:** Teri Gregory, COMPASS, in person  
David Hegstrom, Harris CPAs, via telephone  
Keith Holmes, COMPASS, via telephone  
Meg Larsen, COMPASS, in person  
Amy Luft, COMPASS, via telephone  
Josh Tyree, Harris CPAs, via telephone

**CALL TO ORDER:**

Chair Jay Gibbons called the meeting to order at 12:02 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

None.

**CONSENT AGENDA**

**A. Approve July 14, 2022, Finance Committee Meeting Minutes**

**Jim Hansen moved and Wendy Miles seconded approval of the Consent Agenda, as presented. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Review Report of Disbursements Made in the Reporting Period**

Meg Larsen reviewed the report of disbursements made in the reporting period, July 6 through August 5, 2022, which was provided in the packet for information.

700 NE 2nd Street, Suite 200 | Meridian, ID 83642 | P. 208.855.2558 | F. 208.855.2559 | [www.compassidaho.org](http://www.compassidaho.org)



**ACTION ITEMS****A. Approve FY2022 Audit Process**

David Hegstrom with Harris CPAs presented the FY2022 audit process for Finance Committee approval.

After discussion, **Jim Hansen moved and Holli Woodings seconded to approve the FY2022 audit process as presented. Motion passed unanimously.**

**B. Variance Report for October 1, 2021 – June 30, 2022**

Meg Larsen presented the variance report for October 1, 2021 – June 30, 2022, for approval by the Finance Committee.

**Holli Woodings moved and Victor Rodriguez seconded to approve the variance report as presented. Motion passed unanimously.**

**ADJOURNMENT**

**Holli Woodings moved and Victor Rodriguez seconded to adjourn the meeting. Motion passed unanimously. Meeting adjourned at 12:24 p.m.**

Approved this 1<sup>st</sup> day of December 2022.

By: 

**Jay Gibbons, Chair**

Attest:

By: 

**Jim Hansen, Vice Chair**

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## COMPASS BOARD AGENDA ITEM III-D

Date: December 19, 2022

**Topic: Records to be Destroyed**

**Request/Recommendation:**

Staff seeks COMPASS Board approval of destruction of the records listed in the attachment.

**Background/Summary:**

The COMPASS Board approved the updated Records Retention Policy at the September 21, 2015, meeting.

The policy describes the type of records that COMPASS has and specifies the retention period for those types of records. The policy further describes the process of destruction for those records that have exceeded their retention period.

In compliance with the policy guidance, COMPASS staff propose to destroy the records listed on the attachment because those records have exceeded their Board-approved retention period.

COMPASS staff will have the records destroyed by a commercial shredding service following approval by the COMPASS Board. The shredding service will provide a certification of destruction.

**Implication (policy and/or financial):**

If the COMPASS Board approves the destruction of the listed records, the destruction will be completed as described. If the COMPASS Board does not approve destruction of the listed records, the records will be retained.

**More Information:**

- 1) Attachment
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or [mlarsen@compassidaho.org](mailto:mlarsen@compassidaho.org).

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO**  
**Inventory of Records to be Destroyed**

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2011 to FY2017 Orthophotography and mapping sales order forms	9/30/2017	n/a	9/30/2022	12/19/2022	
FY1981 Public Information Meeting Agenda North River Transportation Recommendations	9/30/1981	2	9/30/1983	12/19/2022	
FY1980 Long Range Transportation Plan Downtown Circulation Element Public Information Document	9/30/1980	2	9/30/1982	12/19/2022	
Undated (probably 1976) description of the transportation computer model housed at ITD	9/30/1976	n/a	9/30/1976	12/19/2022	
FY1981 draft memos re: metropolitan framework and analysis	9/30/1981	n/a	9/30/1981	12/19/2022	
FY1981 draft memo re: federal certification review	9/30/1981	n/a	9/30/1981	12/19/2022	
FY1983 draft of short-range element of transportation plan	9/30/1983	n/a	9/30/1983	12/19/2022	
FY1981 memo re: approach to short range planning effort for FY1982	9/30/1981	5	9/30/1986	12/19/2022	
FY1981 draft long range transportation plan economic analysis	9/30/1981	n/a	9/30/1981	12/19/2022	
FY1981 draft memo long range transportation element economic analysis	9/30/1982	n/a	9/30/1982	12/19/2022	
FY1982 West Bench and Southwest planning areas traffic analysis	9/30/1982	5	9/30/1987	12/19/2022	
FY1982 land use and social evaluation of the initial alternatives for the long range element of the transportation plan	9/30/1982	5	9/30/1987	12/19/2022	
FY1982 draft analysis of long range transportation plan alternatives outline of methodology	9/30/1982	n/a	9/30/1982	12/19/2022	
FY1982 memo to file re: transportation policy sensitivity study	9/30/1982	5	9/30/1987	12/19/2022	
FY1982 memo to Board re: progress report concerning western city transportation planning process	9/30/1982	10	9/30/1992	12/19/2022	

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO**  
**Inventory of Records to be Destroyed**

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
Undated (probably 1976) metro policy plan coordination with metro long-range transportation plan	9/30/1976	10	9/30/1986	12/19/2022	
FY1982 Public hearing information for the long range element of the transportation plan	9/30/1982	2	9/30/1984	12/19/2022	
FY1982 draft Meridian transportation plan	9/30/1982	n/a	9/30/1982	12/19/2022	

## COMPASS BOARD AGENDA ITEM III-E

Date: December 19, 2022

### 2023 Regional Transportation Advisory Committee

The Regional Transportation Advisory Committee (“RTAC”) is intended to provide advice to the COMPASS Board of Directors on regional transportation and related planning issues.

RTAC shall be composed of key staff or otherwise qualified representatives of members of COMPASS, preferably having a transportation-related technical background.

The COMPASS Board of Directors shall appoint members to RTAC. COMPASS members shall have the right to designate the individuals to be appointed to RTAC by the Board. The number of appointments by a COMPASS member shall be limited to the number of Board seats allotted to the requesting COMPASS member under that certain Third Restated and Amended Joint Powers Agreement and Articles of Reformation and Organization of COMPASS, as amended. Additionally, the COMPASS Public Participation Workgroup shall be entitled to appoint one member to sit on RTAC.

<b>Member Agency</b>	<b>Participants</b>	<b>Votes</b>
Ada County Development Services	Leon Letson Brent Moore Stacy Yarrington	3
Ada County Highway District	Tom Ferch Kristy Inselman Tom Laws	3
Boise State University	Gabe Finkelstein	1
Canyon County Development Services	Devin Krasowski Dan Lister Sabrina Minshall	3
Canyon Highway District No. 4	Lenny Riccio	1
City of Boise	Bre Brush Karen Gallagher Tessa Greegor	3
City of Caldwell	Wayne Herbel Robb MacDonald	2
City of Eagle	Nichoel Baird Spencer Bill Vaughan	2
City of Garden City	Hanna Veal	1
City of Greenleaf	Lee Belt	1
City of Kuna	Doug Hanson	1
City of Melba	Darrell Romine	1
City of Meridian	Miranda Carson Caleb Hood Brian McClure	3
City of Middleton	Jason VanGilder	1

<b>Member Agency</b>	<b>Participants</b>	<b>Votes</b>
City of Nampa	Rodney Ashby Crystal Craig Mark Steuer	3
City of Notus	Vacant	1
City of Parma	Angie Lee	1
City of Star	Shawn Nickel	1
City of Wilder	Chelsie Johnson	1
Idaho Department of Environmental Quality	Michael Toole	1
Idaho Transportation Department	Vince Trimboli	1
Public Participation Workgroup	Lara Disney	1
Valley Regional Transit	Stephen Hunt	1
<b>Ex Officio Members</b>	<b>Participants</b>	<b>Votes</b>
Central District Health Department	Samantha Kenney	N/A
COMPASS	Liisa Itkonen	N/A
Governor's Office	McKenzie Johnson	N/A

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## COMPASS BOARD AGENDA ITEM III-F

Date: December 19, 2022

### **Topic: Increase limit on agency credit card**

#### **Request/Recommendation:**

Approve Resolution 05-2023, authorizing an increase in the credit limit on the agency credit card from \$12,000 to \$20,000.

#### **Background/Summary:**

COMPASS uses an agency credit card to pay certain agency related expenditures where payment by check or ACH is impracticable, as outlined in the COMPASS Financial Policy. The COMPASS Financial Policy was approved by the COMPASS Board of Directors at the August 15, 2017, meeting. COMPASS has only one credit card, and it has a limit of \$12,000. Expenses charged to the credit card have increased in recent months for a number of reasons, including but not limited to, return to in-person conference attendance, advertising expenses for hard-to-fill staff vacancies, increased costs for purchases due to inflation, and increased staff headcount.

COMPASS has reached the credit limit on the credit card several times in the past several months. The bank has assessed over limit fees. COMPASS staff can make an off-cycle payment to the credit card via a simple transfer and avoid fees, but such a transfer is outside the disbursement procedures outlined in the Financial Policy and does not allow for the same oversight as a check payment. Therefore, staff do not want it to be necessary to make these kinds of transfers.

An increase in the credit limit on the credit card from \$12,000 to \$20,000 would avoid fees completely and eliminate the need for off-cycle payments.

The bank requires a Resolution signed by all Board officers to increase the credit limit.

The Finance Committee recommended COMPASS Board approval of Resolution 05-2023 at its December 1, 2022, meeting.

#### **Implication (policy and/or financial):**

Without COMPASS Board of Directors' approval of a credit limit increase, it may be necessary to make occasional off cycle payments and/or fees may be incurred.

#### **More Information:**

- 1) Attachment – Resolution 05-2023
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or [mlarsen@compassidaho.org](mailto:mlarsen@compassidaho.org)

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**RESOLUTION NO. 05-2023**

**FOR THE PURPOSE OF AUTHORIZING A CREDIT LIMIT INCREASE TO \$20,000 FOR THE COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO CREDIT CARD ISSUED BY IDAHO CENTRAL CREDIT UNION**

**WHEREAS**, the Community Planning Association of Southwest Idaho Financial Policy, approved by the COMPASS Board of Directors at the August 15, 2017, meeting, allows for payment of certain agency related expenditures by credit card where payment via check is impracticable; and,

**WHEREAS**, the Community Planning Association of Southwest Idaho has one Business Credit Card for all agency related expenditures issued by Idaho Central Credit Union with a credit limit of \$12,000; and,

**WHEREAS**, the Community Planning Association of Southwest Idaho expenditures on the Business Credit Card have increased in recent months for a number of reasons, including but not limited to, return to in-person conference attendance, advertising expenses for hard-to-fill staff vacancies, increased costs for purchases due to inflation, and increased staff headcount; and

**WHEREAS**, the Community Planning Association of Southwest Idaho has reached the credit limit on the Business Credit Card several times in the past several months, resulting in incurrence of fees and necessitating out of cycle payments; and,

**WHEREAS**, an increase in the credit limit on the Community Planning Association of Southwest Idaho Business Credit Card would avoid fees and insure exercise of proper internal control practices relative to payments; and,

**WHEREAS**, Executive Director Matthew J. Stoll is authorized on behalf of the Community Planning Association of Southwest Idaho to make Business Credit Card credit limit increase requests and to sign related agreements; and,

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors authorizes Executive Director Matthew J. Stoll to request a credit limit increase on the agency’s Business Credit Card from \$12,000 to \$20,000 and sign any agreements related thereto.

**ADOPTED** this 19<sup>th</sup> day of December 2022.

By: \_\_\_\_\_  
**Joe Stear, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

By: \_\_\_\_\_  
**Debbie Kling, Chair-Elect**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**



By: \_\_\_\_\_  
Mary May, Vice Chair  
Community Planning Association  
of Southwest Idaho Board of Directors

By: \_\_\_\_\_  
Jay Gibbons, Secretary/Treasurer  
Community Planning Association  
of Southwest Idaho Board of Directors

**ATTEST:**

By: \_\_\_\_\_  
Matthew J. Stoll, Executive Director  
Community Planning Association  
of Southwest Idaho

## BOARD OF DIRECTORS AGENDA ITEM IV-A

DATE: December 19, 2022

**Topic:** *Communities in Motion 2050 (CIM 2050)*

**Request/Recommendation:**

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 06-2023 (Attachment 1), approving CIM 2050 as the regional long-range transportation plan for Ada and Canyon Counties, as recommended by the Regional Transportation Advisory Committee in its November 16, 2022, meeting.

**Background/Summary:**

The public comment period on the draft CIM 2050 plan and the air quality conformity demonstration was held September 16 through October 16, 2022. COMPASS received 44 comments. Graphs of quantitative results and verbatim comments are included in the comment document found in "Supplemental Information" at [https://www.compassidaho.org/documents/people/board/2022/CIM2050\\_Public\\_Comments\\_Verbatim.pdf](https://www.compassidaho.org/documents/people/board/2022/CIM2050_Public_Comments_Verbatim.pdf). A public comment period for three additional funded projects was held October 25 through November 8, 2022, and COMPASS received 14 comments. Verbatim comments are included in Attachment 2.

Open-ended comments on the draft plan varied widely, but were generally supportive, particularly as related to goals and implementation policies. Comments on project priorities ranged from strong support to strong opposition, with the majority of comments regarding project priorities focusing on the modes themselves and not the discrete priority projects. The comments received included an email from the U.S. Environmental Protection Agency.

Based on comments received and updated information from members, COMPASS staff will incorporate text and format changes into the plan (<https://cim2050.compassidaho.org/>), including:

- Add RAISE grant projects for the Ada County Highway District and the City of Nampa to the short-term funded project list (in Amendment #10 to CIM 2040 2.0, adopted on October 17, 2022).
- Add three short-term funded projects in the City of Nampa (public comment period October 25 – November 8, 2022).
- Add five long-term funded projects in the City of Nampa that were included in the funded "foundation" reviewed by the Board, but inadvertently left out of the long-term funded project list when brought to the Board for approval in June 2022. The projects were included in the draft document for public comment.
- Add a brief explanation of common near-roadway air quality health concerns to the "Environmental Considerations and Mitigation Strategies" technical document.
- Add a discussion of the net fiscal impact (revenues minus expenditures) of the CIM 2050 Vision growth allocation as compared to recent growth trends to 2050 to the "Demographic and Economic Changes" technical document.
- Add an explanation of the equity index scoring process to the online CIM 2050 map.
- Correct the description of an unfunded Rail with Trail pathway project in the City of Nampa.

- Correct the description of a long-term funded project on Northside Boulevard in the City of Nampa to include two phases.
- Correct the 2020 population for the City of Wilder and rural Canyon County in the CIM 2050 Vision map
- Correct the 5-year averages of auto fatalities and serious injuries
- Update the financial outlook to show the following:

	<b>Needs</b>	<b>Funding</b>	<b>Shortfall</b>
Total (2022 – 2050)	\$16.5 billion	\$11.1 billion	\$5.4 billion
Annual	\$589 million	\$396 million	\$193 million

- Complete the “Public Participation” technical document and corresponding web page to include a discussion of the public comment period on the draft CIM 2050 plan and the public comment period for three additional funded projects.
- Complete other minor (non-substantive) format and wording changes.

Per federal requirements, COMPASS performed an air quality conformity demonstration for Northern Ada County for projects funded in the plan and concluded the recommended plan complies with applicable state implementation plans.

**Implication (policy and/or financial):**

In order to continue receiving federal transportation funding for state and local projects, CIM 2050 must be adopted by the COMPASS Board of Directors no later than December 2022.

**More Information:**

- 1) Attachment 1: Resolution 06-2023
- 2) Attachment 2: Public comments on additional funded projects verbatim
- 3) Link to public comments on the draft CIM 2050 plan:  
[https://www.compassidaho.org/documents/people/board/2022/CIM2050\\_Public\\_Comments\\_Verbatim.pdf](https://www.compassidaho.org/documents/people/board/2022/CIM2050_Public_Comments_Verbatim.pdf)
- 4) Link to Air Quality Conformity Demonstration:  
[https://www.compassidaho.org/documents/people/board/2022/Conformity\\_CIM2050.pdf](https://www.compassidaho.org/documents/people/board/2022/Conformity_CIM2050.pdf)
- 5) For detailed information contact Liisa Itkonen at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

## RESOLUTION NO. 06-2023

### FOR THE PURPOSE OF APPROVING *COMMUNITIES IN MOTION 2050* AS THE REGIONAL LONG-RANGE TRANSPORTATION PLAN FOR ADA AND CANYON COUNTIES AND THE ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION FOR NORTHERN ADA COUNTY

**WHEREAS**, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to prepare regional long-range transportation plans covering a period of no less than 20 years;

**WHEREAS**, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require that regional long-range transportation plans be financially constrained, a condition that has been demonstrated in *Communities in Motion 2050*;

**WHEREAS**, the 1990 Clean Air Act Amendments requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

**WHEREAS**, the Community Planning Association of Southwest Idaho has performed an air quality conformity demonstration for Northern Ada County and has concluded the recommended plan does comply with applicable state implementation plans;

**WHEREAS**, a 30-day public comment period was held September 16 – October 16, 2022, for *Communities in Motion 2050*, meeting the requirements of the IIJA and the Community Planning Association of Southwest Idaho's Participation Policy. All comments were shared with the COMPASS Board of Directors for consideration;

**WHEREAS**, an additional 15-day public comment period was held October 25 – November 8, 2022, to add three funded projects to *Communities in Motion 2050*, meeting the requirements of the IIJA and the Community Planning Association of Southwest Idaho's Participation Plan. All comments were shared with the COMPASS Board of Directors for consideration;

**WHEREAS**, the Community Planning Association of Southwest Idaho developed *Communities in Motion 2050* in compliance with all applicable state and federal regulations; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the finding that *Communities in Motion 2050* conforms to relevant provisions of the state implementation plans for Idaho and hereby adopts *Communities*

*in Motion 2050*, dated December 19, 2022, as the regional long-range transportation plan for Ada and Canyon Counties; and

**BE IT FURTHER RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors authorizes the submittal of this plan to the appropriate local, state, and federal agencies for their consideration.

**ADOPTED** this 19<sup>th</sup> day of December 2022.

**By:** \_\_\_\_\_  
**Joe Stear, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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**Public Comments Received (Verbatim)*****Amendment to the regional long-range transportation plan, Communities in Motion (CIM), and the Regional Transportation Improvement Program (TIP).***

Public Comment Period: October 25 – November 8, 2022

Total number of individuals submitting comments: 14

Email: 14    Online Comment Form: 0    Hard Copy Comment Form: 0    Letter: 0

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
I feel like the plans are solid and that there always needs to have more walkability and use for public transportation I am grateful that people want to use a light rail and shuttle at some point but there needs to be a bit more ridership wanted I hope that we can find a solid compromise on what should be done for the community at large and that would need to be able to take care of the transport as a whole	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit.	Ian Bott	Email
To whom it may concern Unusual, but I consider all of the amendments worthy of pursuing	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hubert Osborne	Email
Please consider building grade seperated intersections on Eagle Rd and major east-west streets, Franklin, Fairview, Ustic, and Chinden	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, the City of Boise, and the City of Garden City, the City of Meridian, and the Idaho Transportation Department.	NA	Email
I particularly like the study on the future southern connection to the I-84 - SH-16 Interchange Now is the time to take a good look at it	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Mac McOmber	Email
I am not familiar enough to render an opinion on the Nampa projects, although in reading them they look to make a great deal of sense. The "New" Cole road RR Crossing is one of the many needed in the area and would strongly support that addition to	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, Ada County Highway District, and Valley Regional Transit.	Harold Klein	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>the work schedule. Don't exactly know how it ranks against the other RR crossing needs, but would rely on your expertise to make that call.</p>			
<p>I would like to express my support for the "Add/extend the scope of the Canyon Street Pathway project in the City of Nampa". In looking at the City of Nampa Bicycle and Pedestrian Master Plan from August 2011, it is clear that this pathway was needed in 2011 and is still needed to get children safely to and from Centennial Elementary School in Nampa. In looking at the Centennial School profile on the Public School Review website, the data provided would lead one to conclude that many of the Centennial students walk and bicycle to school. For instance, the state of Idaho statewide average for students eligible for free lunch is 25% - the students eligible for free lunch at Centennial is 44%. This project is necessary to the safety of the students and the neighborhood and should be expedited. Thank you for the opportunity to provide comments on the proposed amendments to the Communities in Motion.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p>Mary Beth Nutting</p>	<p>Email</p>
<p>For decades, I lived in a growing region that built a light-rail system. It was very expensive and vastly underutilized by daily riders, rather it was used by people who decided to sleep in it nightly. The net result was no decrease in vehicular traffic on the roads. I believe it would be much more efficient to increase bus service so that schedules and routes can be easily modified in order to serve the greatest number of people, rather than building a fixed light-rail system.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Melanie Johnson</p>	<p>Email</p>
<p>Let's get small rail service going between Caldwell, Nampa, Meridian and Boise, before the land is gone. Coming from Salt Lake &amp; Utah County where we were able to ride light rail to SL Bee's Baseball, Utah Utes Football, Utah Jazz basketball games and many concerts where they attack anywhere from 10,000 to 50,000 spectators. It was great to get in short line to get on the train not too far from our</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, the City of Nampa, the City of Meridian, the City of Boise, and Valley Regional Transit.</p>	<p>Don Benson</p>	<p>Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="font-size: small;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>home to our destination and ride it back avoiding all the traffic. Thanks again for what you are trying to do.</p>			
<p>I believe that Idaho would benefit from a high-speed rail from Caldwell to Mountain Home. This would reduce the traffic on I84. I84 is constantly being widened and lanes added to deal with the traffic that has increased with exploding development. Increased traffic also means increased repairs on the highway. It would also spread-out development along that corridor instead of concentrating it on the Western side of the Treasure Valley. Yes, a large swath of land would be needed for the track beds, parking facilities &amp; stations but this would be done all at once rather than the piecemeal manner that is happening with widening the highway. A high-speed rail would also reduce the amount of traffic &amp; parking needed in Boise and other cities. It would reduce traffic accidents. It would increase the use of city bus lines from the station to the passenger's final destination. My husband and I have enjoyed the convenience of Metros in other major cities. It's time that the Treasure Valley grows up to it big kid status.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p style="text-align: center;">Arlynn Hacker</p>	<p style="text-align: center;">Email</p>
<p>One point I would like to make regarding Communities In Motion. A major need for infrastructure to create safe ways for pedestrians and bicycles is funding. If the builders and contractors who are putting in all the new construction for residents and businesses were properly and appropriately contributing from the money they are making the funding would cease to be an issue. Please find a way to make these builders and contractors pay for this infrastructure. Not only would the funding issue be resolved, but perhaps they wouldn't be so anxious to keep on with their audacious building that puts no responsibility on them for the resulting population growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">Jim</p>	<p style="text-align: center;">Email</p>



<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I am commenting on the proposed amendment.</p> <ol style="list-style-type: none"> <li>Regarding the addition of an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange: There is a great need for another route to connect NE Nampa and NW Meridian to Highway 16. As the population in Emmett and surrounding communities grows, having a safe route for commuters is essential.</li> <li>Add a roadway widening project on Franklin Road in Nampa: We definitely need to widen Franklin Road in Nampa. This Road is used as a major way to get from NE Nampa to Meridian. The traffic becomes very congested during commute times. All the stop signs and stop lights make the commute miserable. If the Road were widened and Round-a-bouts installed, it would help the flow of traffic.</li> </ol> <p>Since the Population Explosion in Nampa, Meridian, Kuna and Boise, our transportation Department really must find ways to help move all the additional traffic in a safe, expeditious way. Slow, congested traffic can cause drivers to be impatient and increase the number of accidents, both for vehicles and for pedestrians/bike riders. Developers in these new housing areas should be responsible for the cost to improve our Regional Transportation. And homebuyers in these new communities need to share some of the responsibility also. Long time residents should not be taxed for the needs caused by the influx of population.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Meridian, the City of Star, the City of Kuna, the City of Boise, and the Idaho Transportation Department.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>I live southwest of Lake Lowell and travel Marsing Rd to the Lakeshore/45 intersection (which is becoming a major hazard during busy times and needs a traffic light), then north on 45 through Nampa, ending (via routes that vary by day depending on conditions) near the Garrity exit. I support the environmental study and the interchange modification report amendments. It</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p align="center">Alicia Adams</p>	<p align="center">Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="font-size: small;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>would be ideal to bypass downtown Nampa by connecting Marsing Rd/Lakeshore/45 or Deer Flat/45 to the new State Hwy 16 interchange to the south (Robinson). Doing so could alleviate some traffic on Karcher coming from Marsing, and would provide better freeway access and less Nampa/12 Ave Rd. congestion for residents of south Nampa, Melba, etc. Please don't neglect to include sharrows or sidepaths for bikes/pedestrians on every new road project. Pave and allow bikes and pedestrians on irrigation canals. And please develop a public transit system, such as light rail, connecting all points from Mountain Home to Marsing and points north.</p>			
<p>1. I would like to suggest that a turn lane be put in for west bound traffic onto Lakeshore at the intersection of Hwy 45 and Lakeshore.  2. If not both, at least a traffic light would help improve access onto and across Hwy 45.  3. A traffic light at Hwy 55 and Riverside would also be a great thing.  These are the primary access points for travel around the south side of Lake Lowell and neither of these intersections are safe enough. Thank you for sending the link and an invitation to make sure my comments are included.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, and the Idaho Transportation Department.</p>	<p>Jeanie Amen</p>	<p>Email</p>
<p>To Whom It May Concern, Up until recently, I was on the freeway daily. I have seen a lot of changes over the years. Some good, some not so good. I have seen vehicles lined up on the freeway lanes while trying to take an off-ramp, which creates a dangerous situation for all involved. My biggest question at this time is, who in their (so-called) wisdom decided it was a good idea to close down the original east bound off ramp at the Karcher interchange? I see vehicles lined up onto the freeway lanes on a daily basis trying to take the "new and improved" east bound exit. Why was this done and will you ever open it back up?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p><b>Response from ITD:</b>  Thank you for your comment and ITD understands your frustration. The good news is ITD just opened the second off-ramp lane this morning, November 8<sup>th</sup>, at the Karcher Interchange. This should help with traffic stacking on the interstate. In addition, ITD opened the new auxiliary lane between the Northside and Karcher interchanges. An auxiliary lane is a lane that goes between interchanges and gives people more time to merge or travel to the next exit without merging.</p>	<p>Pamela Hansen</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code,            Affiliation</b>	<b>Format</b>
	<p>ITD is currently designing additional improvements to the Karcher Interchange which are scheduled to start construction next year. The improvements include:</p> <ul style="list-style-type: none"> <li>• Providing an additional westbound lane on Karcher Road (State Highway 55) from the westbound ramps through Caldwell Boulevard.</li> <li>• Widening the interchange bridge to provide a dedicated lane for the westbound off-ramp traffic to travel westbound on SH-55.</li> <li>• Reconfiguring westbound and eastbound off-ramps to improve safety and traffic flow, and increase capacity on these ramps.</li> <li>• Adjusting signals at ramp intersections, Caldwell Boulevard, and Cassia Street to accommodate SH-55 pavement widening and improve congestion.</li> <li>• Adding a third westbound through lane and dedicated right turn lane at the intersection of Karcher Road (SH-55) and Caldwell Boulevard.</li> <li>• Adding a pedestrian flashing beacon at the I-84 eastbound on-ramp.</li> <li>• Widening some sidewalks within project limits.</li> <li>• Repaving Karcher Road (SH-55) from the westbound on-ramps to Middleton Road to extend the pavement life and smooth the surface.</li> </ul> <p>You can find more information about the project at: <a href="http://itdprojects.org/84corridor">itdprojects.org/84corridor</a>. If you would like to sign up for ITD emails regarding the I-84 corridor, you can <a href="#">sign up here</a>.</p>		

## COMPASS BOARD AGENDA ITEM IV-B

Date: December 19, 2022

### **Topic: Revision 1 of the FY2023 Unified Planning Work Program and Budget**

#### **Request/Recommendation:**

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 07-2023 approving Revision 1 of the FY2023 Unified Planning Work Program and Budget (UPWP).

#### **Background/Summary:**

Federal metropolitan planning rules require that COMPASS produce a UPWP, which is periodically amended to accommodate changes in revenues, expenses, staffing, and scope. These amendments are usually accomplished through a Board resolution with subsequent distribution of the approved resolution and documents to the appropriate funding agencies.

The Finance Committee reviewed the proposed amendments at its December 1, 2022, meeting and recommended approval of Revision 1 of the FY2023 UPWP as presented.

The following revisions to revenues are proposed in Revision 1 of the FY2023 UPWP:

- Remove \$5,555 of General Membership revenues to reflect the non-renewal of membership for Golden Gate Highway District No. 3.
- Add \$123,395 of Consolidated Planning Grant (CPG) funds from key number 20640. These are unspent funds that were obligated for expenditure in FY2022 and carried forward to FY2023.
- Add \$14,379 of Surface Transportation Program-Transportation Management Area (STP-TMA) funds from key number 19571, *Communities in Motion 2050* (CIM 2050). These are unspent funds that were obligated for expenditure in FY2022 and carried forward to FY2023.
- Add \$10,000 from the City of Star for Project Development costs in excess of \$25,000 for Star Greenbelt Planning.
- Add \$25,000 from the City of Nampa for Project Development costs in excess of \$25,000 for Historic Downtown Master Plan.
- Add \$6,945 received from Burgess and Niple as a refund of amount overbilled for a project development project.

The following revisions to expenses are proposed in Revision 1 of the FY2023 UPWP:

- Add \$31,051 to total salary expense and \$20,400 to total fringe benefit expense to cover the net cost of delayed retirement of a Principal Planner. The employee agreed to stay on with COMPASS for an additional half year to help bridge position vacancies.
- Reduce program number 661001, Long Range Planning, by \$31,136 to reflect the actual remaining amount needed to complete the I-84 HOV analysis and to make a small adjustment to the graphics and editing budget for *Communities in Motion 2050*.

- Add \$95,216 to 990001, Direct Operations and Maintenance for CPG funds that are not yet programmed. Staff will continue to evaluate the best use of these funds. Programming of the funds may occur in a future UPWP revision, or in a future fiscal year.
- Add expenses to 685002, Project Development Program for the following: \$10,000 for City of Star Greenbelt Planning, \$25,000 for Nampa Historic District Downtown Master Plan, \$5,632 for payment to City of Eagle to refund reimbursement of the overbilled Burgess and Niple invoice.
- Add expenses to 860001, Geographic Information Systems to carry over \$18,000 for the three-year ESRI Roads and Highways License.

**Implication (policy and/or financial):**

Without COMPASS Board of Directors' adoption of Revision 1 of the FY2023 UPWP, the agency cannot make full use of available revenues.

**More Information:**

- 1) Attachments
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or [mlarsen@compassidaho.org](mailto:mlarsen@compassidaho.org)

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**RESOLUTION NO. 07-2023**

**FOR THE PURPOSE OF APPROVING REVISION 1 OF THE  
FY2023 UNIFIED PLANNING WORK PROGRAM AND BUDGET**

**WHEREAS**, the FY2023 Unified Planning Work Program and Budget was adopted by the Community Planning Association of Southwest Idaho Board of Directors under Resolution 21-2022, dated August 15, 2022;

**WHEREAS**, the Community Planning Association of Southwest Idaho desires to amend the annual Unified Planning Work Program and Budget as part of timely reviews;

**WHEREAS**, the Community Planning Association of Southwest Idaho desires to incorporate funding and program revisions in the Unified Planning Work Program and Budget to recognize federal dollars for both COMPASS and pass-through agreements to other agencies; and

**WHEREAS**, the attached memorandum and supporting documentation summarizes the adjustments included in Revision 1 of the FY2023 Unified Planning Work Program and Budget and is made a part hereof.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves by resolution Revision 1 of the FY2023 Unified Planning Work Program and Budget; and

**BE IT FURTHER RESOLVED**, that the Chair and Executive Director are authorized to submit all grant and contract revisions and sign all necessary documents for grant and contract purposes.

**DATED** this 19<sup>th</sup> day of December 2022.

**APPROVED:**

**By:** \_\_\_\_\_  
**Joe Stear, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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## COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO

## Recommended Changes to FY2023 - Revision 1

## Summary

FY2023 Original UPWP Revenues		4,136,762	FY2023 Original UPWP Expenses	4,136,762
1	Reduce General Membership revenue by \$5,555 to reflect the non-renewal of membership for Golden Gate Highway District No. 3.	(5,555)		
2	Consolidated Planning Grant, key number 20640; Ada County - carry over \$91,312 of unspent funds from FY2022.	91,312	Salary. Increase to cover staffing changes	31,051
	Consolidated Planning Grant, key number 20640; Canyon County - carry over \$32,083 of unspent funds from FY2022.	32,083	Fringe. Increase to cover cost of employee benefits.	20,400
3	STP-TMA, key number 19571; <i>Communities in Motion 2050</i> - carry over \$14,379 of unspent funds from FY2022.	14,379	661001 - Long Range Planning	
			Additions and Deletions to numerous tasks within 661001	(31,136)
			Addition to direct operations for federal CPG funds not yet programmed. Staff will explore opportunities to fully utilize these funds in future budget revisions and/or fiscal years.	95,216
4	Add \$10,000 from the City of Star for Project Development costs in excess of \$25,000; Star Greenbelt Planning	10,000	685002 - Project Development Program	
	Add \$25,000 from the City of Nampa for Project Development costs in excess of \$25,000; Historic Downtown Master Plan	25,000	Add Expenses of \$10,000 for the City of Star Greenbelt Planning	10,000
	Add \$6,945 received from Burgess & Niple, refunding overbilling of project development costs	6,945	Add Expenses of \$25,000 for the City of Nampa Historic Downtown Master Plan	25,000
			Refund to the City of Eagle their reimbursement for project development costs that were overbilled in FY2022	5,632
5			860001 - Geographic Information Systems	
			Carryover cost for 3 year ESRI Roads & Highways License	18,000
<b>Recommended Adjustments to Revenues</b>		<b>174,163</b>	<b>Recommended Adjustments to Expenses</b>	<b>174,163</b>
<b>Adjusted Revenues - Revision 1</b>		<b>4,310,925</b>	<b>Adjusted Expenses - Revision 1</b>	<b>4,310,925</b>

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO  
FY2023 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1  
REVENUE AND EXPENSE SUMMARY**

REVENUE	FY2023 Final	FY2023 Rev 1
<b>GENERAL MEMBERSHIP</b>		
Ada County	249,479	249,479
Ada County Highway District	249,479	249,479
Canyon County	122,508	122,508
Canyon Highway District No. 4	47,092	47,092
Golden Gate Highway District No.3	5,555	-
City of Boise	107,392	107,392
City of Caldwell	29,298	29,298
City of Eagle	14,973	14,973
City of Garden City	5,749	5,749
City of Greenleaf	370	370
City of Kuna	12,116	12,116
City of Meridian	58,848	58,848
City of Melba	256	256
City of Middleton	4,727	4,727
City of Nampa	48,112	48,112
City of Notus	273	273
City of Parma	935	935
City of Star	6,711	6,711
City of Wilder	714	714
<b>Subtotal</b>	<b>964,587</b>	<b>959,032</b>
<b>SPECIAL MEMBERSHIP</b>		
Boise State University	9,600	9,600
Capital City Development Corporation	9,600	9,600
Idaho Department of Environmental Quality	9,600	9,600
Idaho Transportation Department	9,600	9,600
Valley Regional Transit	9,600	9,600
<b>Subtotal</b>	<b>48,000</b>	<b>48,000</b>
<b>GRANTS AND SPECIAL PROJECTS</b>		
<b>FHWA/FTA - Consolidated Planning Grants</b>		
CPG - FY2022 K# 20640 Ada County (carryover from FY22 YE)	232,266	323,578
CPG - FY2022 K# 20640 Canyon County (carryover from FY22 YE)	81,607	113,690
CPG - FY2023 K# 22108; Ada County	1,280,846	1,280,846
CPG - FY2023 K# 22108; Canyon County	450,027	450,027
<b>Sub Total CPG Grants</b>	<b>2,044,746</b>	<b>2,168,141</b>
STBG-TMA & STBG-U - K# 20560; FY2023 off-the-top funds for Planning	306,705	306,705
STBG-U - K# 23026 Permanent Automated Counters	36,137	36,137
STBG-TMA - K# 22395 Fiscal Impact Analysis Phase 3	55,596	55,596
STP TMA - K# 19571, CIM 2050 (carryover from FY22 YE)	84,923	99,302
STBG TMA - K# 20271, CIM Minor Update	169,568	169,568
<b>Subtotal</b>	<b>652,929</b>	<b>667,308</b>
<b>OTHER REVENUE SOURCES</b>		
Idaho Department of Environmental Quality	55,000	55,000
Ada County Air Quality Board	55,000	55,000
Air Quality Operations - Management Fee	70,000	70,000
Cities of Star and Nampa - Project Dev reimb; consultant refund	-	41,945
Orthophotography - Participant Contributions	125,000	125,000
Interest Income	9,000	9,000
<b>Subtotal</b>	<b>314,000</b>	<b>355,945</b>
<b>TOTAL REVENUE; Dues, Federal Funds, and Other miscellaneous</b>	<b>4,024,262</b>	<b>4,198,425</b>
Draw From Fund Balance (CIM Implementation Grants)	75,000	75,000
Draw From Fund Balance (funds set aside for orthophotography flight)	37,500	37,500
<b>Subtotal</b>	<b>112,500</b>	<b>112,500</b>
<b>TOTAL REVENUE, ALL RESOURCES</b>	<b>4,136,762</b>	<b>4,310,925</b>

EXPENSE	FY2023 Final	FY2023 Rev 1
<b>SALARY, FRINGE &amp; CONTINGENCY</b>		
Salary	1,736,100	1,767,151
Fringe	801,700	822,100
Contingency (Overtime, Bonus, and Sick Time Trade)	19,000	19,000
<b>Subtotal</b>	<b>2,556,800</b>	<b>2,608,251</b>
<b>INDIRECT OPERATIONS &amp; MAINTENANCE</b>		
Indirect Costs	217,900	217,900
<b>Subtotal</b>	<b>217,900</b>	<b>217,900</b>
<b>DIRECT OPERATIONS &amp; MAINTENANCE</b>		
620001, Demographics and Growth Monitoring	2,500	2,500
653001, Communication and Education	49,100	49,100
661001, Long-Range Planning	354,650	323,514
661008, Bike Counter Management	58,800	58,800
685001, Transportation Improvement Program	6,000	6,000
685002, Project Development Program	75,000	115,632
685004, CIM Implementation Grants	75,000	75,000
702001, Air Quality Outreach	100,000	100,000
760001, Government Affairs (was Legislative Services)	18,000	18,000
801001, Staff Development	40,000	40,000
820001, Committee Support	2,000	2,000
836001, Regional Travel Demand Model	37,200	37,200
860001, Geographic Information System Maintenance	205,800	223,800
990001, Direct Operations and Maintenance	338,012	433,228
<b>Subtotal</b>	<b>1,362,062</b>	<b>1,484,774</b>
<b>TOTAL EXPENSE</b>	<b>4,136,762</b>	<b>4,310,925</b>

<b>REVENUE AND EXPENSE SUMMARY</b>		
TOTAL REVENUE	<b>4,136,762</b>	<b>4,310,925</b>
LESS: TOTAL EXPENSES	<b>4,136,762</b>	<b>4,310,925</b>
REVENUE EXCESS/(DEFICIT)	-	-

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COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO  
 FY2023 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1  
 EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE

WORK PROGRAM NUMBER	EXPENSES				FUNDING SOURCES									MATCH, LOCAL & OTHER FUNDING				TOTAL FUNDING SOURCES	
	Work Days	Labor & Indirect Cost	Direct Cost	Total Cost	FY22 CPG	FY22 CPG	FY23 CPG	FY23 CPG	STP-TMA	STBG-U	STBG-TMA	STP-TMA	STBG-TMA	Total	Required Match	Local Funds/FB	Other Revenue		Total Local & Other
					Ada County K# 20640 (74%)	Canyon County K# 20640 (26%)	Ada County K# 22108 (74%)	Canyon County K# 22108 (26%)	Off The Top K# 20560	Bike Counters K# 20326	Fiscal Impact Analysis K# 22395	CIM 2050 K# 19751	CIM Minor Update K# 20271	Federal Funds					
601001 UPWP/Budget Development and Federal Assurances	86	72,220	-	72,220	3,700	1,300	23,620	8,299	30,000					66,919	5,301			5,301	72,220
620001 Demographics and Growth Monitoring	46	33,680	2,500	36,180	2,220	780	4,088	1,436	25,000					33,525	2,656			2,656	36,180
620005 Safe and Accessible Transportation (development reviews)	35	17,105	-	17,105	1,480	520	2,848	1,001	10,000					15,849	1,255			1,255	17,105
653001 Communication and Education	199	127,928	49,100	177,028										-		177,028		177,028	177,028
661001 General Project Management	673	494,062	323,514	817,576	74,000	26,000	264,771	93,027			55,596	74,604	169,568	757,566	60,010			60,010	817,576
661005 Safe and Accessible Transportation	157	99,884	-	99,884	7,400	2,600	61,089	21,464						92,552	7,331			7,331	99,884
661008 Bike Counter Management	304	146,204	58,800	205,004			100,250	35,223		36,137				171,610	13,594	19,800		33,394	205,004
685001 Transportation Improvement Program	418	277,605	6,000	283,605	1,480	520	100,483	35,305	125,000					262,788	20,817			20,817	283,605
685002 Project Development Program	36	26,420	115,632	142,052	740	260	13,302	4,674	75,000					93,975	7,444		40,632	48,077	142,052
685003 Grant Research and Development	198	152,479	-	152,479										-		152,479		152,479	152,479
685004 CIM Implementation Grants	25	17,621	75,000	92,621			12,075	4,243						16,318	1,303	75,000		76,303	92,621
685005 Safe and Accessible Transportation (safety grant application)	7	5,824	-	5,824	370	130	3,624	1,273						5,397	428			428	5,824
<b>TOTAL PROJECTS</b>	<b>2,184</b>	<b>1,465,208</b>	<b>630,546</b>	<b>2,095,753</b>	<b>91,020</b>	<b>31,980</b>	<b>582,526</b>	<b>204,671</b>	<b>265,000</b>			<b>74,604</b>	<b>169,568</b>	<b>1,511,102</b>	<b>119,711</b>	<b>424,308</b>	<b>40,632</b>	<b>584,651</b>	<b>2,095,753</b>
701001 Membership Services	50	39,495	-	39,495	7,400	2,600	19,681	6,915						36,596	2,899			2,899	39,495
702001 Air Quality Outreach	7	10,000	100,000	110,000										-			110,000	110,000	110,000
703001 Public Services	62	46,993	-	46,993										-		46,993		46,993	46,993
704001 Air Quality Operations	128	118,276	-	118,276										-		48,276	70,000	118,276	118,276
705001 Transportation Liaison Services	48	41,832	-	41,832	7,400	2,600	21,284	7,478						38,762	3,070			3,070	41,832
760001 Government Affairs (was Legislative Services)	208	186,979	18,000	204,979										-		204,979		204,979	204,979
<b>TOTAL SERVICES</b>	<b>503</b>	<b>443,575</b>	<b>118,000</b>	<b>561,575</b>	<b>14,800</b>	<b>5,200</b>	<b>40,965</b>	<b>14,393</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>75,358</b>	<b>5,970</b>	<b>300,248</b>	<b>180,000</b>	<b>486,217</b>	<b>561,575</b>
801001 Staff Development	141	100,803	40,000	140,803	22,200	7,800	74,346	26,122						130,468	10,335			10,335	140,803
820001 Committee Support	259	172,825	2,000	174,825	29,600	10,400	90,275	31,718						161,993	12,832			12,832	174,825
836001 Regional Travel Demand Model	302	251,285	37,200	288,485	37,000	13,000	146,010	51,301	20,000					267,310	21,175			21,175	288,485
842001 Congestion Management Process	137	113,994	-	113,994	51,800	18,200	26,364	9,263						105,626	8,367			8,367	113,994
842002 I-84 Corridor Operations Plan	10	8,321	-	8,321	2,960	1,040	2,745	965						7,710	611			611	8,321
860001 Geographic Information System Maintenance	374	253,580	205,800	459,380	70,300	24,700	129,547	45,517	21,705					291,768	23,112	37,500	125,000	185,612	477,380
860005 Safe and Accessible Transportation (mapping)	18	10,736	-	10,736	3,528	1,240	3,833	1,347						9,948	788			788	10,736
<b>TOTAL SYSTEM MAINTENANCE</b>	<b>1,241</b>	<b>900,808</b>	<b>285,000</b>	<b>1,185,808</b>	<b>213,860</b>	<b>75,140</b>	<b>469,286</b>	<b>164,885</b>	<b>41,705</b>			<b>-</b>	<b>-</b>	<b>964,876</b>	<b>76,432</b>	<b>37,500</b>	<b>125,000</b>	<b>238,932</b>	<b>1,203,808</b>
990001 Direct Operations / Maintenance	-	-	451,228	451,228			180,612	63,458				24,698		268,768	21,292	132,856	10,313	164,460	433,228
991001 Support Services Labor	1,012	-	-	-										-				-	-
999001 Indirect Operations/Maintenance	-	-	-	-										-				-	-
<b>TOTAL INDIRECT/OVERHEAD</b>	<b>1,012</b>	<b>-</b>	<b>451,228</b>	<b>451,228</b>	<b>-</b>	<b>-</b>	<b>180,612</b>	<b>63,458</b>	<b>-</b>			<b>24,698</b>	<b>-</b>	<b>268,768</b>	<b>21,292</b>	<b>132,856</b>	<b>10,313</b>	<b>164,460</b>	<b>433,228</b>
<b>G R A N D T O T A L</b>	<b>4,940</b>	<b>2,826,150</b>	<b>1,484,774</b>	<b>4,310,924</b>	<b>323,578</b>	<b>113,690</b>	<b>1,280,846</b>	<b>450,027</b>	<b>306,705</b>	<b>36,137</b>	<b>55,596</b>	<b>99,302</b>	<b>169,568</b>	<b>2,835,449</b>	<b>224,620</b>	<b>894,911</b>	<b>355,945</b>	<b>1,475,476</b>	<b>4,310,924</b>

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO  
FY2023 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1  
DIRECT EXPENSE SUMMARY**

DESCRIPTION	TOTAL DIRECT	PROFESSIONAL SERVICES (830)	EQUIPMENT / SOFTWARE (834)	TRAVEL / EVENTS / EDUCATION (840)	PRINTING (860)	OTHER (863)	PUBLIC INVOLVEMENT (864)	MEETING SUPPORT (865)	LEGAL / LOBBYING (872)	CARRY-FORWARD
620001 Demographics and Growth Monitoring	2,500					2,500				
653001 Communication and Education	49,100	24,000			1,300		23,800			
661001 Long-Range Planning	323,514	302,514			2,000		19,000			
661008 Bike Counter Management	58,800		58,800							
685001 Transportation Improvement Program	6,000						6,000			
685002 Project Development Program	115,632	115,632								
685004 CIM Implementation Grants	75,000	75,000								
702001 Air Quality Outreach	100,000	100,000								
760001 Government Affairs (was Legislative Services)	18,000			18,000						
801001 Staff Development	40,000			40,000						
820001 Committee Support	2,000							2,000		
836001 Regional Travel Demand Model	37,200	37,200								
860001 Geographic Information System Maintenance	223,800	162,500	61,300							
990001 Direct Operations / Maintenance	307,378									307,378
Migrate website from Dreamweaver	8,000	8,000								
New/replacement hardware and software	10,000		10,000							
Phone System (carry over)	20,000		20,000							
Workspace buildout (carry over)	18,000		18,000							
Transit network planning software	19,250		19,250							
Cube renewal; Cube Land	15,000		15,000							
AICP and APBP Webinar series	1,600			1,600						
NARC Executive Directors' Conf Sponsorship	10,000			10,000						
Membership dues for COMPASS	17,000								17,000	
Other: board lunch, staff gifts, meeting refreshments, misc.	7,000							7,000		
<b>GRAND TOTAL</b>	<b>1,484,774</b>	<b>824,846</b>	<b>202,350</b>	<b>69,600</b>	<b>3,300</b>	<b>2,500</b>	<b>48,800</b>	<b>9,000</b>	<b>17,000</b>	<b>307,378</b>

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO  
FY2023 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1  
INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2023 Final	FY2023 Rev 1
Professional Services	930	30,000	30,000
Equipment Repair / Maintenance	936	500	500
Publications	943	2,000	2,000
Employee Professional Membership	945	4,500	4,500
Postage	950	600	600
Telephone	951	14,000	14,000
Building Maintenance and Reserve for Major Repairs	955	63,550	63,550
Printing	960	1,500	1,500
Advertising	962	1,500	1,500
Audit	970	17,000	17,000
Insurance	971	17,250	17,250
Legal Services	972	5,000	5,000
General Supplies	980	3,500	3,500
Computer Supplies	982	9,000	9,000
Computer Software / Maintenance	983	29,500	29,500
Vehicle Maintenance	991	3,000	3,000
Utilities	992	9,000	9,000
Local Travel	993	1,500	1,500
Other / Miscellaneous	995	5,000	5,000
<b>TOTAL</b>		<b>217,900</b>	<b>217,900</b>

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO  
FY2023 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1  
WORKDAY ALLOCATION SUMMARY**

WORK PROGRAM DESCRIPTION		LEAD STAFF	DIRECTORS	PLANNING	COMMUNICATIONS	OPERATIONS	TOTAL
601001	UPWP/Budget Development and Federal Assurances	ML	21	19	5	41	86
620001	Demographics and Growth Monitoring	AM	-	39	7	-	46
620005	Safe and Accessible Transportation (development reviews)	AM	-	35	-	-	35
653001	Communication and Education Long-Range Planning	AL AM	8	10	181	-	199
661001	General Project Management	AM	14	596	63	-	673
661005	Safe and Accessible Transportation	AM	-	157	-	-	157
661008	Bike Counter Management Resource Development/Funding	AM TT	-	304	-	-	304
685001	Transportation Improvement Program	TT	11	364	43	-	418
685002	Project Development Program	JS	-	36	-	-	36
685003	Grant Research and Development	JS	8	170	20	-	198
685004	CIM Implementation Grants	JS	-	25	-	-	25
685005	Safe and Accessible Transportation (safety grant application)	TT	-	7	-	-	7
<b>TOTAL PROJECTS</b>			<b>62</b>	<b>1,762</b>	<b>319</b>	<b>41</b>	<b>2,184</b>
701001	Membership Services	MW	1	43	6	-	50
702001	Air Quality Outreach	AL	-	-	7	-	7
703001	Public Services	MW	-	55	7	-	62
704001	Air Quality Operations	ML	67	-	12	49	128
705001	Transportation Liaison Services	MS	10	15	23	-	48
760001	Government Affairs (was Legislative Services)	MS	38	-	170	-	208
<b>TOTAL SERVICES</b>			<b>116</b>	<b>113</b>	<b>225</b>	<b>49</b>	<b>503</b>
801001	Staff Development	ML	6	102	27	6	141
820001	Committee Support	ML	7	118	134	-	259
836001	Regional Travel Demand Model	MW	-	302	-	-	302
842001	Congestion Management Process	MW	-	137	-	-	137
842002	I-84 Corridor Operations Plan	MW	-	10	-	-	10
860001	Geographic Information System Maintenance	EA	-	374	-	-	374
860005	Safe and Accessible Transportation (mapping)	EA	-	18	-	-	18
<b>TOTAL SYSTEM MAINTENANCE</b>			<b>13</b>	<b>1,061</b>	<b>161</b>	<b>6</b>	<b>1,241</b>
<b>TOTAL DIRECT</b>			<b>191</b>	<b>2,936</b>	<b>705</b>	<b>96</b>	<b>3,928</b>
991001	Support Services Labor	ML	269	164	215	364	1,012
<b>TOTAL INDIRECT/OVERHEAD</b>			<b>269</b>	<b>164</b>	<b>215</b>	<b>364</b>	<b>1,012</b>
<b>TOTAL LABOR</b>			<b>460</b>	<b>3,100</b>	<b>920</b>	<b>460</b>	<b>4,940</b>

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<b>PROGRAM NO.</b>	601				<b>CLASSIFICATION:</b>	Project
<b>TITLE:</b>	UPWP Budget Development and Monitoring					
<b>TASK / PROJECT DESCRIPTION:</b>	Monitor and amend, as necessary, the FY2023 Unified Planning Work Program and Budget (UPWP) and related transportation grants for the metropolitan planning organization (MPO). Develop and obtain COMPASS Board approval for the FY2024 UPWP. Attain compliance on all federal requirements of transportation planning implemented under applicable federal transportation bills.					
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	The UPWP is a comprehensive work plan that coordinates federally funded transportation planning and transportation related planning activities in the region and identifies the related planning budget.					
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW</b>	Federal Code 23 CFR § 450.308 (b) An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.					
<b>FY2023 BENCHMARKS</b>						
<b>MILESTONES / PRODUCTS</b>						
<b>FY2023 UPWP</b> Process and track revenues and expenditures for the FY2023 UPWP and related transportation grants Process required state and local agreements and other required paperwork for transportation grants						Ongoing As Needed
<b>Process and obtain Board approval of FY2023 UPWP revisions</b> Distribute revisions of the FY2023 UPWP to the Idaho Transportation Department for tracking purposes Distribute revisions of the FY2023 UPWP to the Federal Highway Administration and the Federal Transit Administration for approval						As Needed
<b>FY2024 UPWP Development</b> Develop process and schedule for the FY2024 UPWP Solicit membership input on possible transportation planning projects and associated needs for FY2024 Submit initial revenue assessment for FY2024 to the Finance Committee for input Obtain Board approval on FY2024 General and Special membership dues						Nov Jan-Feb Mar Apr
<b>Present FY2024 UPWP</b> Present draft FY2024 UPWP to Finance Committee for input and feedback Present draft FY2024 UPWP to Finance Committee for recommendation Submit FY2024 UPWP to Board for adoption Submit and obtain approval from Federal Highway Administration of FY2024 UPWP Distribute FY2024 UPWP to the Idaho Transportation Department and Federal Transit Administration						Jun Jul Aug Aug Aug
<b>Track Federal requirements as related to Self-Certification</b> Compliance with federal requirements						Ongoing
<b>Track federal requirements as related to Regional Transportation Improvement Program and the Long-Range Transportation Plan</b> Monitor federal changes through the Federal Register						Ongoing
<b>LEAD STAFF:</b> Meg Larsen						<b>Expense Summary</b>
<b>END PRODUCTS:</b> FY2022 UPWP revisions; FY2023 UPWP; and maximize funding opportunities.						
Total Workdays: 86						
Salary \$ 45,492 Fringe 20,554 Overhead 6,175 Total Labor Cost: 72,220						
<b>ESTIMATED DATE OF COMPLETION:</b> September-2023						<b>DIRECT EXPENDITURES:</b> Professional Services \$ - Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other Total Direct Cost: \$ - Total Cost: \$ 72,220
<b>Funding Sources</b>				<b>Participating Agencies</b>		
	Ada	Canyon	Special	Total	Member Agencies	
CPG, K20640	\$ 3,700	\$ 1,300		\$ 5,000	Federal Highway Administration	
CPG, K22108	23,620	8,299		31,919	Federal Transit Administration	
STP-TMA, K20560	22,200	7,800		30,000		
Local / Fund Bal	3,923	1,378		5,301		
<b>Total:</b>	<b>\$ 53,443</b>	<b>\$ 18,777</b>	<b>\$ -</b>	<b>72,220</b>		

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<b>PROGRAM NO.</b>	620		<b>CLASSIFICATION:</b> Project	
<b>TITLE:</b>	<b>Demographics and Growth Monitoring</b>			
<b>TASK / PROJECT DESCRIPTION:</b>	To collect, analyze, and report on growth and transportation patterns related to goals in the regional long-range transportation plan. This includes providing demographic data, such as population and employment estimates, providing relevant information for local decision-making, and updating demographic forecasts based on new entitlements and policies.			
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	Tracking and monitoring growth and system demands are critical to several planning efforts: 1) <i>Communities in Motion</i> as well as other corridor, subarea, and alternative analyses depend on accurate data and assumptions about current and future transportation, housing, and infrastructure demands; 2) The travel demand model also requires current and accurate housing and employment data; 3) Accessing, mapping, and disseminating census data and training enables member agencies to have data for studies, grants, land use allocation demonstration modeling, and other analyses, and is an often requested member service; 4) Development review, including the fiscal impact analysis, enables local decision-makers to bridge regional and local planning efforts to provide growth supportive of <i>Communities in Motion</i> , and 5) developing a housing coordination plan to better integrate affordable housing, employment, and transportation planning.			
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	Federal Code 23 CFR § 450.322 (b) -- Long-range plans require valid forecasts of future demand for transportation services that are based on existing conditions that can be included in the travel demand model. In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."			
<b>FY2023 BENCHMARKS</b>				
<b>MILESTONES / PRODUCTS</b>				
<b>Population and Employment Estimates</b>				
Data collection and geocoding of building permits Complete 2022 employment data Complete 2022 Development Monitoring Report Complete 2023 population estimates and receive Board acceptance			Ongoing Mar Mar Apr	
<b>Development Forecasting, Tracking, and Reconciliation</b>				
Update preliminary plat files and other entitled development Reconcile CIM 2050 preferred growth scenario with entitlements Develop population, housing, and employment forecasts for long-range transportation plan			Ongoing Ongoing Summer	
<b>Demographics Support</b>				
Respond to member requests for census data Provide development and policy reviews and checklists Include fiscal impact analysis with development checklist per policy Development checklist report			Ongoing Ongoing Ongoing Spring	
<b>LEAD STAFF:</b> Carl Miller		<b>Expense Summary</b>		
<b>END PRODUCT:</b> Demographic products: 1) 2023 population estimates; 2) 2022 employment estimates; 3) 2021 Development Monitoring Report updated; 4) annual demographic reconciliation; 5) population, housing, and employment forecast; 6) development checklist report; and 7) housing coordination plan.		<b>Total Workdays:</b> 81		
		Salary	\$ 31,990	
		Fringe	14,453	
		Overhead	4,342	
		<b>Total Labor Cost:</b> 50,785		
<b>ESTIMATED DATE OF COMPLETION:</b> September-2023		<b>DIRECT EXPENDITURES:</b>		
<b>Funding Sources</b>				
<b>Participating Agencies</b>				
	Ada	Canyon	Special	Total
CPG, K20640	\$ 3,700	\$ 1,300		\$ 5,000
CPG, K22108	6,937	2,437		9,374
STP-TMA, K20560			35,000	35,000
Local / Fund Bal	2,894	1,017		3,911
<b>Total:</b>	<b>\$ 13,531</b>	<b>\$ 4,754</b>	<b>\$ 35,000</b>	<b>53,285</b>
		<b>Total Direct Cost:</b> \$ 2,500		
		<b>620 Total Cost:</b> \$ 53,285		

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<b>PROGRAM NO.</b>	653	<b>CLASSIFICATION:</b>	Project
<b>TITLE:</b>	Communication and Education		
<b>TASK / PROJECT DESCRIPTION:</b>	The Communication and Education task broadly includes external communications, public relations, public involvement, public education, and ongoing COMPASS Board education. Specific elements of the task include, but are not limited to, managing the ongoing COMPASS education series, the annual COMPASS 101 workshop, periodic Board workshops, and the Leadership in Motion awards program; writing the annual report, <i>Keeping Up With COMPASS</i> newsletter, brochures, web content, news releases, and other documents; managing COMPASS' social media channels; supporting the Public Participation Workgroup; and representing COMPASS at open houses and other events.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	The Communication and Education program helps COMPASS facilitate public involvement in, and understanding of, transportation and related planning efforts by planning and implementing an integrated communications/education and public involvement strategy.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	Federal Code 23 CFR § 450.316 requires public input and involvement in metropolitan planning organization planning activities. Public involvement for specific programs (e.g., regional transportation improvement program, regional long-range transportation plan [ <i>Communities in Motion</i> ]) is planned and budgeted under those programs. The Communication and Education task supports that outreach and involvement through developing and updating the COMPASS participation plan, coordinating outreach efforts, and providing more general (non-program specific) opportunities for the public to learn about transportation, planning, financial, and related issues to support federally required public involvement efforts.		
<b>FY2023 BENCHMARKS</b>			
<b>MILESTONES / PRODUCTS</b>			
<b>General</b>			
Continue work with media -- set up interviews, develop story ideas, respond to inquiries, write/distribute news releases			Ongoing
Support work of Public Participation Workgroup			Ongoing
Implement, and potentially update, the COMPASS participation plan; work toward goals established in the plan			
Provide outreach/public speaking support and training to staff			Ongoing
<b>Develop tools, such as electronic and print materials, designed for most effective means of communication</b>			
Maintain and enhance COMPASS social media channels			Ongoing
Continually update the COMPASS website to improve usability and keep content up to date			Ongoing
Develop the FY2022 annual report, annual budget summary, and annual communication summary			Oct - Dec
Write and distribute monthly Keeping Up With COMPASS newsletter			Ongoing
Update/develop other print materials as appropriate			Ongoing
<b>Education and community outreach</b>			
Develop and implement FY2023 public education series			Jan - Sep
Support and collaborate with other agencies' outreach and education efforts and programs			Ongoing
Participate in community events to share planning-related information			Ongoing
Attend/support member agencies at public meetings			Ongoing
Manage/support Leadership in Motion awards program			Aug - Dec
Plan and host annual "COMPASS 101" workshop			Jan - Feb
Sponsor "Look! Save a Life" bicycle/pedestrian safety campaign (coordinated through the City of Boise Police Department)			Mar - Jun
Present information about COMPASS and our programs to stakeholders and community groups as requested			Ongoing
<b>LEAD STAFF:</b>	Amy Luft		
<b>END PRODUCT:</b>	Public involvement in, and understanding of, transportation planning and related issues.		
			<b>Expense Summary</b>
			Total Workdays: 199
			Salary \$ 80,582
			Fringe 36,408
			Overhead 10,938
			Total Labor Cost: 127,928
<b>ESTIMATED DATE OF COMPLETION:</b>		September-2023	
<b>Funding Sources</b>			<b>Participating Agencies</b>
	Ada	Canyon	Special
			Total
CPG, K20640			\$ -
STP-TMA, K19920			
Local / Fund Bal		177,028	177,028
			-
	\$ -	\$ -	\$ 177,028
			\$ 177,028
			Member Agencies
			Professional Services \$ 24,000
			Legal / Lobbying
			Equipment Purchases
			Travel / Education
			Printing 1,300
			Public Involvement 23,800
			Meeting Support
			Other
			Total Direct Cost: \$ 49,100
			653 Total Cost: 177,028

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<b>PROGRAM NO.</b>	661	<b>CLASSIFICATION:</b>	Project
<b>TITLE:</b>	Long Range Planning		
<b>TASK / PROJECT DESCRIPTION:</b>	This project encompasses the activities to identify regional transportation needs and solutions, and prepare a regional long-range transportation plan, <i>Communities in Motion</i> (CIM), for Ada and Canyon Counties. This task also incorporates implementation support for the adopted long-range transportation plan and ongoing long-range planning activities.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	<i>Communities in Motion</i> (CIM) is developed in cooperation with member agencies, local governments and the Idaho Transportation Department by a continuing, cooperative, and comprehensive planning process. This performance and outcome-based planning will help guide resources to infrastructure and service projects that collectively help achieve the regional (CIM) goals.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	Federal Code 23 CFR § 450 "Infrastructure Investment and Jobs Act" (IIJA) requires that the regional long-range transportation plan be updated every four years in air quality maintenance areas, otherwise every five years. 23 USC 150-- establishes national goals and a performance program, in consultation with stakeholders, including metropolitan planning organizations. The purpose is to provide a means to the most efficient investment of federal transportation funds.		
<b>FY2023 BENCHMARKS</b>			
<b>MILESTONES / PRODUCTS</b>			
<b>General Project Management</b>			
Work with the Regional Transportation Advisory Committee and the COMPASS Board of Directors to finalize and adopt CIM 2050			Oct-Dec
Monitor legislative, funding, etc. changes and provide updates			Ongoing
Draft work plan, schedule and budget for next plan update			June
Integrate complete network policy to transportation planning and improvements			Oct-Sep
Update environmental data for further analyses and mapping			Ongoing
Integrate equitable and sustainable practices in transportation planning and to inform land use planning and decision-making			Oct-Sep
<b>Housing Coordination Plan</b>			
Select consultant for housing coordination plan			Oct
Partnership outreach and kickoff meeting			Winter
<b>Roadways</b>			
Integrate results of congestion management process			Feb
Identify barriers to and opportunities for increasing transportation resiliency			Oct-Sep
Research needs and opportunities to deploy/expand electric vehicle charging infrastructure			Oct-Sep
<b>Freight</b>			
Investigate freight first/last mile needs and impacts			Mar
Identify needs and goals for rail freight in the region			Apr
Assist member agencies in freight funding applications			Dec
Follow up on past freight project implementation			Spring
Integrate freight needs into Complete Network Policy implementation			Ongoing
<b>Active Transportation (bicycle and pedestrian)</b>			
Integrate active transportation needs into Complete Network Policy implementation			Ongoing
Develop regional pathway implementation/funding plan/strategy (including rails with trails)			Feb
Investigate active transportation first/last mile needs			Mar
Research regional safe-route needs and explore development of metrics			Apr
<b>Public Transportation</b>			
Update High Capacity Transit Study for 2020/2050 data			Dec
Continue high-capacity transit planning per COMPASS Board's direction			Oct-Sep
Develop Park and Ride implementation plan			May
Investigate transit-supportive infrastructure and transportation-land use nexus (includes first/last mile considerations)			Oct-Sep
<b>Performance Management</b>			
Update asset management information as needed			Oct-Sep
Update federally required performance targets as needed			Ongoing
Complete TIP Achievement reporting process			Aug
Document criteria for analyzing impact of long-term unfunded transportation needs on various travel modes and users			Oct-Sep
Update Fiscal Impact Tool (FIT)			Summer
<b>Public Involvement</b>			
Conduct public involvement according to the work plan			Ongoing
<b>Bike Counter Management</b>			
Manage portable counter requests			Ongoing
Manage permanent counter program and COMPASS Data Bike			Ongoing
Manage and report data			Ongoing
<b>LEAD STAFF:</b>		Austin Miller	
<b>END PRODUCT:</b> Final and adopted <i>Communities in Motion 2050</i> plan, including financial forecast; workplan for next plan update; bicycle and pedestrian data; projects to address new planning emphasis areas and prepare for federal grant opportunities.		<b>Expense Summary</b>	
		Total Workdays: 1,134	
		Salary	\$ 466,220
		Fringe	210,647
		Overhead	63,283
		Total Labor Cost: 740,150	
<b>ESTIMATED DATE OF COMPLETION:</b>		September-2023	
<b>Funding Sources</b>		<b>Participating Agencies</b>	
	Ada	Canyon	Special
	Total		
CPG, K20040	81,400	28,600	110,000
CPG, K22108	426,109	149,714	575,823
STBG-U, K20326			36,137
STP-TMA, K19751			74,604
STBG-TMA, K20271			169,568
STBG-TMA, K22395			55,596
Local / Fund Bal	59,892	21,043	19,800
<b>Total:</b>	<b>567,401</b>	<b>199,357</b>	<b>355,705</b>
			<b>1,122,464</b>
		<b>DIRECT EXPENDITURES:</b>	
		Professional Services	\$ 302,514
		Legal / Lobbying	
		Equipment Purchases	58,800
		Travel / Education	
		Printing	2,000
		Public Involvement	19,000
		Meeting Support	
		Carry-Forward	
		Total Direct Cost: \$ 382,314	
661			Total Cost: 1,122,464

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<b>PROGRAM NO.</b>	685	<b>CLASSIFICATION:</b>	Project
<b>TITLE:</b>	Resource Development/Funding		
<b>TASK / PROJECT DESCRIPTION:</b>	Develop a FY2024-2030 Regional Transportation Improvement Program (TIP) for Ada and Canyon Counties that complies with all federal, state, and local regulations and policies for the purpose of funding transportation projects. Process amendments and provide project tracking and monitoring for the FY2023-2029 TIP. COMPASS staff, with consultant assistance, will assist member agencies in taking project ideas and transforming them into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public information plans. Grant research, development and grant administration is expected to secure additional funding into the region. COMPASS will award <i>Communities in Motion</i> (CIM) Implementation Grants to member agencies after appropriate outreach, prioritization, and contract due diligence.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	Implement requested projects by member agencies, and leverage local dollars. Well defined and scoped projects with accurate project costs and schedules allow strong grant applications, linked closely with CIM 2040 goals and performance measures, increase the delivery of funded projects on time and on budget. These efforts provide the necessary federal documentation for member agencies to obtain federal funding for transportation projects. Staff provides assistance to member agencies to ensure projects meet deadlines and do not lose federal funding through project monitoring and committee participation.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	The task is designed to help identify additional revenue sources for member agencies to assist in funding improvements and on-going maintenance of the transportation system; also assists member agencies in implementing the regional long-range transportation plan and the annual TIP. Under 23 CFR § 450, COMPASS is required to develop a TIP in cooperation with ITD and public transportation operators. Certain additional requirements are required in the Boise Urbanized Area because it is considered a Transportation Management Area (TMA). The TIP is required to be updated every four years; however, COMPASS follows the update cycle of ITD's Statewide Transportation Improvement Program (STIP), which is updated annually. All projects receiving federal funding or considered regionally significant must be consistent with the regional long-range transportation plan. The TIP is tied to the Air Quality Conformity Demonstration to ensure funded projects do not violate budgets set in the State Implementation Plan (SIP) (air quality budgets for the State of Idaho). The TIP is also scrutinized in the federal Certification Review.		
<b>FY2023 BENCHMARKS</b>			
<b>MILESTONES / PRODUCTS</b>			
<b>685001 Transportation Improvement Program</b> Update funding application process Conduct member outreach Solicit project applications Assist members with developing complete applications Facilitate ranking of project applications Assign projects to funding programs through prioritization process Develop the final FY2024-2030 Regional Transportation Improvement Program Incorporate reporting methods for federal performance targets, prior to deadlines Monitor and track FY2023-2029 Regional Transportation Improvement Program Balance federal-aid programs managed by COMPASS, as changes occur Provide assistance to member agencies with federal-aid funding concerns Provide funding and programming assistance to Valley Regional Transit (VRT) Update the Resource Development Plan			Oct-Sept
<b>685002 Project Development Program</b> Select, contract with, and manage consultants Manage project development teams Review/revise, approve, and disseminate reports			Oct-Sept
<b>685003 Grant Research and Development</b> Seek funding for project needs listed in the Resource Development Plan Monitor grant sources; share grant information Match grant sources with unfunded members needs Write/assist member agencies with grant applications - INFRA, RAISE, CDBG, etc.			Oct-Sept
<b>685004 CIM Implementation Grants</b> Administer contracting/reporting/billing processes Manage projects to ensure completion on time and on budget			Oct-Sept
<b>LEAD STAFF:</b>		Toni Tisdale	
<b>END PRODUCTS:</b>		Current-year TIP amendments and TIP update. Annual Resource Development Plan. Project Development Program pre-concept reports. Application assistance. CIM Implementation Grants.	
		<b>Expense Summary</b>	
		Total Workdays: 684	
		Salary \$ 302,319	
		Fringe 136,593	
		Overhead 41,036	
		Total Labor Cost: 479,948	
<b>ESTIMATED DATE OF COMPLETION:</b>		September-2023	
<b>Funding Sources</b>		<b>Participating Agencies</b>	
	Ada	Canyon	Special
CPG, K20640	\$ 2,590	910	\$ 3,500
CPG, K22108	129,483	45,494	174,978
STP-TMA, K20560			200,000
Local / Fund Bal	22,194	7,798	268,111
Total:	\$ 154,267	\$ 54,202	\$ 468,111
			\$ 676,580
		<b>DIRECT EXPENDITURES:</b>	
		Professional Services \$ 190,632	
		Legal / Lobbying	
		Equipment Purchases	
		Travel / Education	
		Printing	
		Public Involvement 6,000	
		Meeting Support	
		Other	
		Total Direct Cost: \$ 196,632	
		685 Total Cost: \$ 676,580	

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# Attachment 13

<b>PROGRAM NO.</b>	702	<b>CLASSIFICATION:</b>	Service
<b>TITLE:</b>	Air Quality Outreach		
<b>TASK / PROJECT DESCRIPTION:</b>	The Air Quality Outreach program supports the Idaho Department of Environmental Quality (DEQ) and the Air Quality Board in their outreach efforts regarding air quality in the Treasure Valley through coordinating a multi-agency outreach and education program.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	Air quality has been an ongoing issue in the Treasure Valley for over 30 years. While many steps have been taken to limit the release of air quality pollutants, individual behaviors must also change to achieve an improvement, or even a lack of degradation, in air quality. Outreach and education on air quality issues and steps individuals can take to curb individual air quality emissions are necessary to bring about this change.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	COMPASS will assist DEQ and the Air Quality Board in fulfilling requirements for outreach and education as outlined in Title 39, Section 116B of Idaho code (effective until July 1, 2023), which states, (1) The board shall...provide for the implementation of a motor vehicle inspection and maintenance program...[and]...provide for: ... (g) A fee, bond or insurance which is necessary to carry out the provisions of this section and <u>to fund an air quality public awareness and outreach program.</u>		
<b>FY2023 BENCHMARKS</b>			
<b>MILESTONES / PRODUCTS</b>			
<b>Outreach</b> Coordinate a multi-agency air quality outreach and education program, focusing on how individuals can help curb air pollution			Ongoing
<b>LEAD STAFF:</b>		Amy Luft	
<b>END PRODUCT:</b>		Increased public understanding of air quality issues and an individual's role in curbing air pollution through assisting DEQ and the Air Quality Board in outreach and communication efforts.	
		<b>Expense Summary</b>	
		Total Workdays: 7	
		Salary \$ 6,299	
		Fringe 2,846	
		Overhead 855	
		Total Labor Cost: \$ 10,000	
<b>ESTIMATED DATE OF COMPLETION:</b>		September-2023	
<b>Funding Sources</b>		<b>Participating Agencies</b>	
	Ada	Canyon	Special
			Total
			\$ -
DEQ/AQB			110,000
			110,000
			-
<b>Total:</b>	\$ -	\$ -	\$ 110,000
			\$ 110,000
		<b>DIRECT EXPENDITURES:</b>	
		Professional Services \$ 100,000	
		Legal / Lobbying	
		Equipment Purchases	
		Travel / Education	
		Printing	
		Public Involvement	
		Meeting Support	
		Other	
		Total Direct Cost: \$ 100,000	
702			Total Cost: \$ 110,000

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<b>PROGRAM NO.</b>	703				<b>CLASSIFICATION:</b>	Service	
<b>TITLE:</b>	Public Services						
<b>TASK / PROJECT DESCRIPTION:</b>	To provide data, mapping, demographic, and other assistance to the public and non-member entities, as appropriate. For some products, such as maps, there is a charge for the product. When data or other information are not "off-the-shelf" and staff time is needed for research, a labor charge may be applied consistent with COMPASS policy.						
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	COMPASS responds to questions from the public and provides a number of products to the public and other entities: demographic data, development information, traffic counts and projections, maps, and geographic information system analyses.						
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	There are no federal or state requirements concerning provision of services to the public. However, these services support COMPASS' vision, mission, roles, and values, including: "...serve as a source of information and expertise..." (COMPASS Mission), "serve as the regional technical resource..." (Role #3 Expert), and "perform and share quality analyses" (Role #3 Expert).						
<b>FY2023 BENCHMARKS</b>							
<b>MILESTONES / PRODUCTS</b>							
<b>Provide assistance to public and non-member entities, as requested, in the areas of:</b> Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling for proposed developments Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other general requests for information						Ongoing	
<b>LEAD STAFF:</b>	Mary Ann Waldinger					<b>Expense Summary</b>	
<b>END PRODUCT:</b>	Information assistance to the general public.					Total Workdays: 62 Salary \$ 29,601 Fringe 13,374 Overhead 4,018 Total Labor Cost: 46,993	
<b>ESTIMATED DATE OF COMPLETION:</b>	September-2023					DIRECT EXPENDITURES: \$ - Professional Services Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other	
<b>Funding Sources</b>				<b>Participating Agencies</b>			
	Ada	Canyon	Special	Total	Member Agencies		
			46,993	\$ -			
Local / Fund Bal			46,993	\$ 46,993			
<b>Total:</b>	\$ -	\$ -	\$ 46,993	\$ 46,993	703	Total Cost: \$ 46,993	

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<b>PROGRAM NO.</b>	704	<b>CLASSIFICATION:</b>	Service	
<b>TITLE:</b>	Air Quality Operations			
<b>TASK / PROJECT DESCRIPTION:</b>	To provide COMPASS labor support for the administrative needs of Air Quality Board. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.			
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	Assisting COMPASS's members in meeting and improving air quality is one of the many planning services that COMPASS currently provides. Providing administrative support to the Air Quality Board for its operating functions enables the Air Quality Board to perform its functions in a more cost-effective manner.			
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW</b>	There is no federal requirement for this service.			
<b>FY2023 BENCHMARKS</b>				
<b>MILESTONES / PRODUCTS</b>				
<p><b>General Administration</b></p> <p>Provide meeting coordination, materials, and follow-up to the Board            Conduct appropriate procurement processes and prepare contracts, as needed            Facilitate updates to Air Quality Rules and Regulations, as needed            Monitor general workplace and personnel needs            Provide administrative assistance for agency needs</p> <p><b>Personnel Management</b></p> <p>Prepare and complete recruitment processes            Conduct employee annual evaluations</p> <p><b>Financial Management</b></p> <p>Close FY2022 financial records and begin FY2023            Provide annual audit support and complete financial reports            Complete AQB annual Audit Report            Prepare and distribute year-end payroll reports            Prepare financial reports for review by the Air Quality Board            Maintain inventory of furniture, equipment, hardware and software</p> <p><b>Information Technology</b></p> <p>Work with software provider to meet program needs and implement improvements and updates            Prioritize needs, analyze costs, make recommendations and implement system improvements            Coordinate with staff to configure equipment and software to meet the needs of each position</p>				<p>Ongoing As needed As needed Ongoing Ongoing</p> <p>As needed</p> <p>Oct-Nov Oct-Dec Jan Jan Quarterly Ongoing</p> <p>Ongoing</p>
<b>LEAD STAFF:</b>		Meg Larsen		<b>Expense Summary</b>
End Product: Using the skills of COMPASS staff, provide for the administrative functions of the Air Quality Board.				
				Total Workdays: 128
				Salary \$ 74,502
				Fringe 33,661
				Overhead 10,113
				Total Labor Cost: 118,276
<b>ESTIMATED DATE OF COMPLETION:</b>			September-2023	
<b>Funding Sources</b>				<b>Participating Agencies</b>
	Ada	Canyon	Special	Total
Air Quality Board			\$ 118,276	\$ 118,276
<b>Total:</b>				
	\$ -	\$ -	\$ 118,276	118,276
				Total Direct Cost: \$ -
704				Total Cost: \$ 118,276

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<b>PROGRAM NO.</b>	705	<b>CLASSIFICATION:</b>	Service
<b>TITLE:</b>	Transportation Liaison Services		
<b>TASK / PROJECT DESCRIPTION:</b>	To provide adequate staff liaison time at member agency meetings and coordinate transportation-related planning activities with member agencies.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	Transportation liaison services ensure staff representation and coordination with membership on transportation-related planning. Requests that exceed four days may require COMPASS Board approval of a new work program.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	Achieve better inter-jurisdictional coordination of transportation and land use planning. Documentation of other significant transportation planning projects occurring within the Treasure Valley through the Unified Planning Work Program and Budget.		

<b>FY2023 BENCHMARKS</b>	<b>MILESTONES / PRODUCTS</b>
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Attend member agency meetings and coordinate transportation-related planning activities with member agencies	Ongoing
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<b>LEAD STAFF:</b> Matt Stoll					<b>Expense Summary</b>	
<b>END PRODUCT:</b> Ongoing staff liaison role to member agencies.					Total Workdays: 48	
					Salary	\$ 26,350
					Fringe	11,905
					Overhead	3,577
					<b>Total Labor Cost:</b>	<b>41,832</b>
<b>ESTIMATED DATE OF COMPLETION:</b> September-2023					<b>DIRECT EXPENDITURES:</b>	
<b>Funding Sources</b>				<b>Participating Agencies</b>		
	Ada	Canyon	Special	Total	Member Agencies	
CPG, K20640	\$ 7,400	\$ 2,600		\$ 10,000	Professional Services	\$ -
CPG, K22108	21,284	7,478		28,762	Legal / Lobbying	
STP-TMA, K20560					Equipment Purchases	
					Travel / Education	
					Printing	
					Public Involvement	
					Meeting Support	
					Other	
Local / Fund Bal	2,272	798		3,070	<b>Total Direct Cost:</b>	\$ -
				-		
<b>Total:</b>	<b>\$ 30,956</b>	<b>\$ 10,876</b>		<b>\$ 41,832</b>	705	<b>Total Cost: \$ 41,832</b>

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# Attachment 17

<b>PROGRAM NO.</b>	760	<b>CLASSIFICATION:</b>	Service	
<b>TITLE:</b>	Government Affairs			
<b>TASK / PROJECT DESCRIPTION:</b>	Identify, review, monitor, advocate and report to the COMPASS Board on pending state and federal legislation that directly or indirectly relates to COMPASS priorities and activities.			
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	To secure funding and influence policies on relevant transportation-related legislation at the federal and state levels.			
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	There is no federal requirement for this process. The Board works together to identify and prioritize needs and projects.			
<b>FY2023 BENCHMARKS</b>				
<b>MILESTONES / PRODUCTS</b>				
<p><b>Federal Legislative Priorities</b>                      Work with COMPASS Executive Committee to identify priorities and position statements for federal legislation                      Obtain COMPASS Board approval of federal legislative priorities                      Educate and advocate on federal legislative priorities                      Evaluate possible legislative priorities for next federal legislative session</p> <p><b>State Legislative Priorities</b>                      Work with Executive Committee to identify possible priorities and position statements for FY2023 legislative session                      Obtain Board endorsement of FY2023 legislative priorities                      Educate and advocate on FY2023 legislative priorities                      Evaluate possible legislative priorities for FY2023 legislative session</p>	<p>Oct-Nov Nov-Dec Dec-Sep May-Sep</p> <p>Oct-Nov Nov-Dec Dec-Apr May-Sep</p>			
<b>LEAD STAFF:</b>	Matt Stoll		<b>Expense Summary</b>	
<b>END PRODUCT:</b>	An effective advocacy program for legislative issues and positions that have been approved by the Board.		Total Workdays: 208	
			Salary \$ 117,778	
			Fringe 53,214	
			Overhead 15,987	
			Total Labor Cost: 186,979	
<b>ESTIMATED DATE OF COMPLETION:</b>	September-2023		<b>DIRECT EXPENDITURES:</b>	
Funding Sources			Professional Services	
	Ada	Canyon	Special	Legal / Lobbying
			Total	Equipment Purchases
				Travel / Education
				Printing
				Public Involvement
				Meeting Support
				Other
Local / Fund Bal			204,979	18,000
			\$ 204,979	
<b>Total:</b>	\$ -	\$ -	\$ 204,979	\$ 18,000
			\$ 204,979	Total Direct Cost: \$ 18,000
				Total Cost: 204,979
			760	

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# Attachment 18

<b>PROGRAM NO.</b>	801	<b>CLASSIFICATION:</b>	System Maintenance		
<b>TITLE:</b>	Staff Development				
<b>TASK / PROJECT DESCRIPTION:</b>	To provide staff with resources necessary to keep them informed of federal and state regulations, current transportation planning technologies, and best practices and activities nationally.				
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	The activities of this task are part of the overall continuous process to enhance technical and professional capacity. It is important that staff be informed and educated on new regulations and practices to develop and maintain a responsive transportation program.				
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	There are no federal or state requirements concerning provision of staff training; however, COMPASS provides staff with opportunities for training and education. Training examples include attending workshops and conferences sponsored by Federal Highway Administration, National Association of Regional Councils, American Planning Association, Western Planner, Association of Metropolitan Planning Organizations, the Transportation Research Board, etc., to keep staff well informed.				
<b>FY2023 BENCHMARKS</b>					
<b>MILESTONES / PRODUCTS</b>					Ongoing
Staff training and development					
<b>LEAD STAFF:</b> Meg Larsen <b>END PRODUCT:</b> Maintain staff knowledge of federal grant requirement needs and changes and build a strong team through national and local seminars, workshops, conferences, and educational classes.					<b>Expense Summary</b> Total Workdays: 141 Salary \$ 63,496 Fringe 28,688 Overhead 8,619 <b>Total Labor Cost: 100,803</b>
<b>ESTIMATED DATE OF COMPLETION:</b> September-2023					<b>DIRECT EXPENDITURES:</b>
<b>Funding Sources</b>				<b>Participating Agencies</b>	Professional Services \$ -
	Ada	Canyon	Special	Total	Legal / Lobbying
CPG, K20640	\$ 22,200	\$ 7,800		\$ 30,000	Equipment Purchases
CPG, K22108	74,346	26,122		100,468	Travel / Education 40,000
STP-TMA, K20560					Printing
Local / Fund Bal	7,648	2,687		10,335	Public Involvement
				-	Meeting Support
<b>Total:</b>	<b>\$ 104,194</b>	<b>\$ 36,609</b>	<b>\$ -</b>	<b>\$ 140,803</b>	Other
					<b>Total Direct Cost: \$ 40,000</b>
					<b>801 Total Cost: \$ 140,803</b>

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# Attachment 19

<b>PROGRAM NO.</b>	820	<b>CLASSIFICATION:</b>	System Maintenance
<b>TITLE:</b>	Committee Support		
<b>TASK / PROJECT DESCRIPTION:</b>	To provide support to the COMPASS Board and standing committees as defined by the COMPASS Bylaws and Joint Powers Agreement. As lead agency, COMPASS also provides support to the Interagency Consultation Committee.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	Provide coordination and communication among member agencies' staff and elected officials in transportation and land use planning, through meeting materials, agendas, and minutes, which are a historical record of events leading to the decision-making processes.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	The COMPASS Joint Powers Agreement, Section 4.1.6(K), states, Open Meeting Law: All meetings of the Board shall be governed under the provisions of the Open Meeting Law, Chapter 2, Title 74, Idaho Code, and any amendments and/or recodification thereof.		
<b>FY2023 BENCHMARKS</b>			
<b>MILESTONES / PRODUCTS</b>			
Provide meeting coordination, materials, and follow-up to the Board, standing committees and workgroups			Ongoing
<b>LEAD STAFF:</b>		Meg Larsen	
<b>END PRODUCT:</b>		Ongoing support of committees to promote involvement and communication.	
		<b>Expense Summary</b>	
		Total Workdays: 259	
		Salary \$ 108,863	
		Fringe 49,186	
		Overhead 14,777	
		Total Labor Cost: 172,825	
<b>ESTIMATED DATE OF COMPLETION:</b>		September-2023	
<b>Funding Sources</b>		<b>Participating Agencies</b>	
	Ada	Canyon	Special
	Total		
CPG, K20640	\$ 29,600	\$ 10,400	\$ 40,000
CPG, K22108	90,275	31,718	121,993
STP-TMA, K20560			
Local / Fund Bal	10,976	3,856	14,832
			-
<b>Total:</b>	<b>\$ 130,851</b>	<b>\$ 45,975</b>	<b>\$ 176,825</b>
		<b>DIRECT EXPENDITURES:</b>	
		Professional Services \$ -	
		Legal / Lobbying	
		Equipment Purchases	
		Travel / Education	
		Printing	
		Public Involvement	
		Meeting Support 2,000	
		Other	
		Total Direct Cost: \$ 2,000	
		820	Total Cost: 174,825

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# Attachment 20

<b>PROGRAM NO.</b>	836	<b>CLASSIFICATION:</b>	System Maintenance
<b>TITLE:</b>	Technical Support: Regional Travel Demand Model		
<b>TASK / PROJECT DESCRIPTION:</b>	Upkeep of the regional travel demand model is an ongoing task needed to maintain the model as a useful tool in planning activities. It also provides vital information for the required process of air quality conformity demonstration and all benefit-cost evaluations.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	The model outputs are used to test and plan transportation projects, support capital improvement plans and impact fee and/or proportionate share programs for member agencies, conduct air quality conformity of the Regional Transportation Improvement Program (TIP) and regional long-range transportation plan, provide area of influence model runs to inform the traffic impact study process, and respond to various special member requests.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	Federal Code 23 CFR § 450.324 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, (e) "the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity" (f) "The metropolitan transportation plan shall, at a minimum, include (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;..."		
<b>FY2023 BENCHMARKS</b>			
<b>MILESTONES / PRODUCTS</b>			
<b>Key Elements</b>			
Maintain and update traffic count database Maintain the structure and integrity of the regional travel demand model for air quality conformity and use in the Transportation Economic Development Impact System (TREDIS) Provide travel demand modeling assistance to support member agency needs and special projects Maintain the input and output files for air quality conformity process and model (MOVES) and conduct conformity for regional TIP and/or long-range transportation plan Provide project and program evaluations using TREDIS for grant applications and ITD's Safety and Capacity Program Reconcile demographic data and integrate in the current and forecast years of the regional model Develop and update parameters for calibration of the regional model using data from the 2021 Household Travel Survey Support ACHD's Capital Improvement Plan update Provide technical and modeling support as needed for regional long range transportation plan Work with and use ITD's required protocols to update of the Federal Aid and possibly the Planning Functional Classification Systems after urbanized boundaries are released			Ongoing Ongoing Ongoing Apr - Jul Oct - Aug Oct - Dec Oct - Sept Jan - Apr Ongoing Oct-Aug
<b>Special Tasks and Model Improvements</b>			
Provide technical analysis on member agency requests vetted through RTAC Provide modeling and technical assistance to ITD's corridor and environmental studies Provide technical analysis on unanticipated member agency requests Maintain the data foundation system and continue to incorporate into other data sources			Ongoing Ongoing Ongoing Ongoing
<b>LEAD STAFF:</b>		Mary Ann Waldinger	
<b>END PRODUCT:</b>		Reasonable and reliable regional travel demand model using the latest available information and forecasts for various types of projects, studies, and analyses.	
<b>ESTIMATED DATE OF COMPLETION:</b>		September-2023	
<b>Expense Summary</b>			
		Total Workdays: 302	
		Salary \$ 158,285	
		Fringe 71,516	
		Overhead 21,485	
		Total Labor Cost: 251,285	
<b>DIRECT EXPENDITURES:</b>			
		Professional Services \$ 37,200	
		Legal / Lobbying	
		Equipment Purchases	
		Travel / Education	
		Printing	
		Public Involvement	
		Meeting Support	
		Other	
		Total Direct Cost: \$ 37,200	
		836 Total Cost: \$ 288,485	
<b>Funding Sources</b>		<b>Participating Agencies</b>	
	Ada	Canyon	Special
	Total		
CPG, K20640	\$ 37,000	\$ 13,000	\$ 50,000
CPG, K22108	146,010	51,301	197,310
STP-TMA, K20560			20,000
			20,000
			-
Local / Fund Bal	15,669	5,505	21,175
			-
<b>Total:</b>	<b>\$ 198,679</b>	<b>\$ 69,806</b>	<b>\$ 288,485</b>

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<b>PROGRAM NO.</b>	842			<b>CLASSIFICATION:</b>	System Maintenance	
<b>TITLE:</b>	Congestion Management Process					
<b>TASK / PROJECT DESCRIPTION:</b>	Maintain a functional congestion management process (CMP) for the Treasure Valley. Conduct data collection, update the congestion management process as needed, produce the Annual Congestion Management Report, maintain regional intelligent transportation system (ITS) architecture and inventory. Research, provide, and monitor transportation demand management (TDM) strategies. Work with member agencies to identify regional congestion issues, identify congestion management needs, and recommend congestion management strategies.					
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	The Congestion Management Process (CMP) is a systematic, cyclical, and regionally accepted approach for managing congestion that generates current information regarding regional congestion, outlines methods for identifying congestion management needs, identifies strategies to mitigate congestion, defines performance measures and targets related to congestion, and defines the path for implementing strategies through COMPASS' transportation improvement program (TIP) and regional long-range transportation plan.					
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	Federal Code 23 CFR § 450.322 -- A congestion management process is federally required for areas with populations exceeding 200,000, known as Transportation Management Areas. While only a portion of COMPASS' planning area is subject to this requirement (the Boise Urbanized Area), COMPASS' CMP covers its entire planning area. (a) "The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects, and operational management strategies..."					
<b>FY2023 BENCHMARKS</b>						
<b>MILESTONES / PRODUCTS</b>						
<b>Congestion Management and Travel Time Data</b> Complete the Congestion Management Annual Report using the National Performance Measure Research Data Set (NPMRDS) for 2022 Complete Tier 2 analysis for the 2022 Congestion Management Annual Report using INRIX travel time data Maintain the Congestion Management Process Technical Document Publish congestion management annual report to digital format (web map/story map) Work with Regional Operations Workgroup and other COMPASS workgroups to identify congestion issues, congestion management needs, and congestion management strategies						June-Sept June-Sept Ongoing June-Sept Ongoing
<b>NPMRDS Travel Time Data and Process</b> Develop process for evaluating effectiveness of congestion mitigation projects using the NPMRDS and INRIX travel time data sets						Ongoing
<b>Transportation System Management and Ops (TSMO) and ITS Plan Update</b> Maintain the regional ITS inventory and TSMO/ITS projects list Refine the integration of management and operation strategies and TSMO projects into the long range plan						Ongoing Ongoing
<b>I-84 Corridor Operations Plan</b> Complete I-84 Corridor Operations Plan HOV Analysis						Oct-Dec
<b>LEAD STAFF:</b> Mary Ann Waldinger					<b>Expense Summary</b>	
END PRODUCT: Maintenance of the congestion management process, congestion management annual report (congestion issues, needs, strategies), 2022 travel time data collection and analysis, Updated TSMO/ITS projects list and inventory, I-84 corridor operations plan including the managed-lane analysis.					Total Workdays: 147	
					Salary \$ 77,046	Fringe 34,811
ESTIMATED DATE OF COMPLETION: September-2023					Total Labor Cost: 122,314	
<b>Funding Sources</b>				<b>Participating Agencies</b>		
	Ada	Canyon	Special	Total	Highway Districts	DIRECT EXPENDITURES:
CPG, K20640	\$ 54,760	\$ 19,240		\$ 74,000	Member Agencies	Professional Services
CPG, K22108	29,109	10,227		39,336	Federal Highways Administration	Legal / Lobbying
STP-TMA, K20560				-		Equipment Purchases
				-		Travel / Education
				-		Printing
Local / Fund Bal	6,644	2,334		8,978		Public Involvement
				-		Meeting Support
				-		Other
<b>Total:</b>	<b>\$ 90,513</b>	<b>\$ 31,802</b>	<b>\$ -</b>	<b>\$ 122,314</b>		Total Direct Cost: \$ -
						842 Total Cost: \$ 122,314

T:\Operations\Accounting & Reporting\UPWP\FY2023 Rev1\Program Worksheets

<b>PROGRAM NO.</b>	860	<b>CLASSIFICATION:</b>	System Maintenance
<b>TITLE:</b>	Geographical Information System Maintenance (GIS)		
<b>TASK / PROJECT DESCRIPTION:</b>	Planning activities depend on current and accurate geographic information. For data to be available in a quality suitable for planning, continual data acquisition is necessary. This involves partnering with other GIS stakeholders, data maintenance, editing, and creating new data from GPS and orthophotography.		
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	GIS data and technology are used for internal budget support. COMPASS also provides this geographic information to its members and the general public in the form of maps, data, and analysis. COMPASS works in conjunction with its member agencies via the Regional Geographic Advisory Workgroup (RGAWG) to create regional data that can be used for many purposes.		
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW, REFERENCE TO STRATEGIC PLAN:</b>	Federal Code 23 CFR § 450.324 (f)-- In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."		
<b>FY2023 BENCHMARKS</b>			
<b>MILESTONES / PRODUCTS</b>			
<b>Provide GIS Data Maintenance and Support for COMPASS Projects</b> Data analysis, and maintenance for performance reporting and other planning needs Enterprise database maintenance Data integration GIS Technology Census BAS			Ongoing
<b>GIS Cooperation</b> Continue participation in the Treasure Valley GIS User Group and Canyon Spatial Data Cooperative (SDC) meetings			Quarterly/as needed
<b>Regional Geographic Advisory Committee</b> Host the Regional Geographic Advisory Workgroup to enable regional cooperation of GIS data			Quarterly/as needed
<b>Regional Data Center</b> Expand and maintain authoritative regional GIS data Conduct data accuracy checks and metadata on regional data sets			Ongoing
<b>Transportation Improvement Program</b> Provide ongoing support			Ongoing
<b>2022 Orthophotography Project</b> Finalize 2022 orthophotography acquisition Distribute final data products to participants			December
<b>2023 Orthophotography Project</b> Conduct 2023 orthophotography flight Conduct QC on preliminary data Continue to plan for future orthophotography acquisition and funding			March - October
<b>LEAD STAFF:</b> Eric Adolfson <b>END PRODUCT:</b> 1) An expanded use of GIS technology and data for regional planning; and 2) Continued GIS coordination and development of the most accurate and up-to-date information possible.			<b>Expense Summary</b> Total Workdays: 392 Salary \$ 166,493 Fringe 75,224 Overhead 22,599 Total Labor Cost: 264,316
<b>ESTIMATED DATE OF COMPLETION:</b> September-2023			<b>DIRECT EXPENDITURES:</b> Professional Services \$ 162,500 Legal / Lobbying Equipment Purchases 61,300 Travel / Education Printing Public Involvement Meeting Support Other Carry-Forward Total Direct Cost: \$ 223,800
<b>Funding Sources</b>		<b>Participating Agencies</b>	
	Ada	Canyon	Special
	Total	All Member Agencies	
CPG, K20640	\$ 73,828	\$ 25,940	\$ 99,768
CPG, K22108	133,380	46,864	180,243
STP-TMA, K20560		21,705	21,705
			-
Local / Fund Bal	17,686	6,214	186,400
			-
<b>Total:</b>	<b>\$ 224,894</b>	<b>\$ 79,017</b>	<b>\$ 488,116</b>
860			<b>Total Cost: 488,116</b>

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# Attachment 23

<b>PROGRAM NO.</b>	990	<b>CLASSIFICATION:</b>	Indirect / Overhead			
<b>TITLE:</b>	Direct Operations & Maintenance					
<b>TASK / PROJECT DESCRIPTION:</b>	To provide local dollars for expenditures that do not qualify for reimbursement under the federal guidelines. Program dollars for professional services for COMPASS Board related events, meeting expenses, and equipment/software needs.					
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	Adequately cover expenses needed to support the Board, Executive Director, and agency outside of federally funded projects.					
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	There are no federal or state requirements concerning these provisions; however, the Finance Committee oversees and approves these accounts and expenditures.					
<b>FY2023 BENCHMARKS</b>						
		<b>MILESTONES / PRODUCTS</b>				
Provide local dollars for expenditures not federally funded.			Ongoing			
<b>LEAD STAFF:</b> Meq Larsen		<b>Expense Summary</b>				
<b>END PRODUCT:</b> Adequately cover the direct expenses needed to support the Board, Executive Director, equipment needs, and COMPASS operations.		Total Workdays: 0				
		Salary \$ -				
		Fringe -				
		Overhead -				
<b>ESTIMATED DATE OF COMPLETION:</b> September-2023		Total Labor Cost: \$ -				
<b>Funding Sources</b>		<b>Participating Agencies</b>				
	Ada	Canyon	Special	Total	<b>DIRECT EXPENDITURES:</b> Professional Services 8,000 Legal / Lobbying \$ 17,000 Equipment Purchases 82,250 Travel / Education 11,600 Printing Public Involvement Meeting Support 7,000 Carryforward 307,378  <b>Total Direct Cost: \$ 433,228</b> <b>990 Total Cost: \$ 433,228</b>	
CPG, K20640						
CPG, K22108	180,612	63,458		\$ 244,070		
STP-TMA, K20560			24,698	24,698		
Other			10,313	10,313		
Local / Fund Bal	15,756	5,536	132,856	154,147		
<b>Total:</b>	<b>\$ 196,368</b>	<b>\$ 68,994</b>	<b>\$ 167,867</b>	<b>\$ 433,228</b>		

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<b>PROGRAM NO.</b>	<b>991</b>	<b>CLASSIFICATION:</b>	<b>Indirect / Overhead</b>			
<b>TITLE:</b>	<b>Support Services Labor</b>					
<b>TASK / PROJECT DESCRIPTION:</b>	To provide labor to support the ongoing administrative functions of COMPASS. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.					
<b>PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:</b>	To maintain payroll, accounts payable/receivable, benefits, recruitment, building and vehicle maintenance, general ledger bank reconciliation, cash flow, annual audit, and development of the computer system.					
<b>FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:</b>	<p>The Office of Management and Budget (OMB) requires that a single audit be performed to ensure federal funds are being expended properly. The most recent OMB regulation issued for this purpose is Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). It includes uniform cost principles and audit requirements for federal awards to nonfederal entities and administrative requirements for all federal grants and cooperative agreements.</p> <p>Memorandum of Understanding 04-01, Operation and Financing of the Metropolitan Planning Organization in the Boise and Nampa Urbanized Areas -- between COMPASS and the Idaho Transportation Department states and agrees to allow indirect costs as outlined in the agreement.</p>					
<b>FY2023 BENCHMARKS</b>		<b>MILESTONES / PRODUCTS</b>				
<b>General Administration</b>		<ul style="list-style-type: none"> <li>Review standing agreements</li> <li>Conduct appropriate procurement processes and prepare contracts, as needed</li> <li>Update COMPASS operational policies as needed</li> <li>Monitor general workplace and personnel needs</li> <li>Provide administrative assistance for agency needs</li> </ul>	<ul style="list-style-type: none"> <li>Aug</li> <li>As needed</li> <li>As needed</li> <li>Ongoing</li> <li>Ongoing</li> </ul>			
<b>Personnel Management</b>		<ul style="list-style-type: none"> <li>Prepare and complete recruitment processes</li> <li>Conduct employee annual evaluations</li> <li>Renew insurance policies</li> <li>Pursue FY2023 benefit options</li> </ul>	<ul style="list-style-type: none"> <li>As needed</li> </ul>			
<b>Financial Management</b>		<ul style="list-style-type: none"> <li>Close FY2022 financial records and begin FY2023</li> <li>Provide annual audit support and complete financial reports</li> <li>Complete COMPASS annual Audit Report</li> <li>Prepare and distribute year-end payroll reports</li> <li>Complete budget variance information and report to the Finance Committee quarterly</li> <li>Maintain inventory of furniture, equipment, hardware and software</li> </ul>	<ul style="list-style-type: none"> <li>Oct-Nov</li> <li>Oct-Dec</li> <li>Jan</li> <li>Jan</li> <li>Quarterly</li> <li>Ongoing</li> </ul>			
<b>Information Technology</b>		<ul style="list-style-type: none"> <li>Manage Information Technology consultant and coordinate work efforts</li> <li>Prioritize needs, analyze costs, make recommendations and implement system improvements</li> <li>Coordinate with staff to configure equipment and software to meet the needs of each position</li> <li>Maintain security and integrity of IT systems, and perform appropriate back ups</li> <li>Coordinate systems with member agencies</li> <li>Migrate COMPASS website from Dreamweaver to a new platform</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> <li>Oct - Dec</li> </ul>			
<b>LEAD STAFF:</b>	Meg Larsen		<b>Expense Summary</b>			
<b>END PRODUCT:</b>	An agency where administrative support, personnel management, financial management, and general administrative needs are fully met and whose activities are effectively monitored and communicated to the Board.		Total Workdays: 1,012 Salary \$ - Fringe - Overhead - Total Labor Cost: \$ -			
<b>ESTIMATED DATE OF COMPLETION:</b>	September-2023		<b>DIRECT EXPENDITURES:</b>			
<b>Funding Sources</b>		<b>Participating Agencies</b>	Professional Services \$ - Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other			
	Ada	Canyon	Special	Total	Member Agencies	
				\$ -	Idaho Transportation Department	
				-		
				-		
<b>Total:</b>	\$ -	\$ -		\$ -		
					Total Direct Cost: \$ -	
					991 Total Cost: \$ -	

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## BOARD OF DIRECTORS AGENDA ITEM IV-C

December 19, 2022

### Topic: FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs (TIPs)

#### Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' adoption of Resolution 08-2023 (Attachment 1) amending the FY2022-2028 and FY2023-2029 TIPs. Three of the changes in the amendment are also added to the final *Communities in Motion 2050* plan (Agenda Item IV.A). The Regional Transportation Advisory Committee (RTAC) recommended adoption on November 16, 2022. More details about the proposed changes are provided below.

#### Background/Summary:

Three agencies requested adding and adjusting projects in the TIP:

- The City of Nampa requested to add a study to complete a National Environmental Policy Act (NEPA) study to determine a preferred **State Highway 45** realignment option. Recently, the city finalized a Planning and Environmental Linkages study on this project. The NEPA study is the next step in the environmental approval process and will include significant public involvement. This project will use local funds and is regionally significant.
- The City of Nampa requested to add a study to complete an **Interchange Modification Report** to study a connection from the Interstate 84 and State Highway 16 Interchange to roadways to the south. Currently no connection exists or is planned to the south. This project will use local funds and is regionally significant.
- The City of Nampa requested to add a project to **widen Franklin Road** to five lanes from Star Road to the State Highway 16 alignment. This project will remove a "bottleneck" on this segment of Franklin Road. This project will use local funds and is regionally significant.
- COMPASS staff requested to add and adjust a project for a **pathway near Canyon Street** in the City of Nampa. In spring 2022, the project was selected by the Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council (LHTAC) for funding in two phases. COMPASS staff missed the first phase when developing the FY2023 – 2029 TIP, so it needs to be added. After discussions with LHTAC and the city, it was determined that the two phases would be more efficient if merged into one project. Therefore, the original (phase 2) project is proposed to be removed and included in the phase 1 project as it is added to the TIP.
- ITD requested to add a safety project on a **railroad crossing at south Cole Road** in Ada County.
- ITD requested to add a project to remove a **railroad crossing at Deb Lane** near the City of Parma.

A public comment period on the proposed amendment was held October 25 through November 8, 2022, and COMPASS received 14 comments. Verbatim public comments are included in Attachment 2. Staff does not recommend changes based on public comments received.

Six projects sponsored by three agencies propose significant changes to the program that do not require public comment:

- RTAC approved balancing actions for the Transportation Management Area (TMA) (Boise Urbanized Area) on October 26, 2022. One action advances the COMPASS **Planning, High-Capacity Corridor Analysis** project from Preliminary Development to FY2024/2025. Advancing from beyond the first four years of the program requires approval by the COMPASS Board of Directors. The title and description of the project will also change to a Planning and Environmental Linkages (PEL) study, at the direction of the COMPASS Board of Directors at the June 27, 2022, Board meeting.
- Another TMA balancing action delays construction and increases the total cost of a **pedestrian improvement project at US 20/26 (Chinden Boulevard) and 43<sup>rd</sup> Street** in Garden City (Ada County Highway District project). During design review, ITD requested that ACHD relocate the project. The change in the project increases the total cost by more than 30% and proposes to change the original location of the project, which requires approval by the COMPASS Board of Directors. The exact location is to be determined. The request includes additional design and construction funds, as well as delay of construction from FY2023 to FY2025.
- While reviewing other modifications to ITD's **State Highway 16** project, COMPASS staff found a significant error in reporting regarding the total amount of the project. Due to a glitch in the ITD database, the total amount of the Phase 1 project (design and right-of-way) was inaccurate. The correction results in an approximate \$100 million increase to the total cost of the project compared to what is reported in the current FY2023-2029 TIP. There is no change to the scope of work. The correction technically does not require action by the COMPASS Board of Directors; however, due to the significant change in the total amount of the project, staff requests Board action on this correction.
  - ITD also requested to break out Phase 3 (construct interchanges) of the State Highway 16 corridor. The action includes these breakouts, as the funds were originally included in the project described above in the FY2023-2029 TIP.

#### **Implication (policy and/or financial):**

The amendment to both TIPs ensures that the documents continue to meet federal fiscal constraint requirements and enables work to begin as soon as possible on these projects.

The FY2023-2029 TIP is not official until approved by Federal Highway and Federal Transit Administrations, anticipated by December 31, 2022. In the meantime, the current FY2022-2028 TIP will remain in effect, allowing work on projects to continue until final approval of the FY2023-2029 TIP. Changes to projects in early FY2023 occur via amendments to the FY2022-2028 TIP.

#### **More Information:**

- 1) Attachment 1 – Resolution
- 2) Attachment 2 – Verbatim Public Comments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

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**RESOLUTION NO. 08-2023**

**FOR THE PURPOSE OF AMENDING THE FY2022-2028 AND FY2023-2029  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

**WHEREAS**, the Community Planning Association of Southwest Idaho (COMPASS) has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a transportation improvement program;

**WHEREAS**, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement programs to be financially constrained;

**WHEREAS**, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires transportation improvement programs be developed in consultation with all interested parties;

**WHEREAS**, a public comment period was held October 25 through November 8, 2022, for items requiring public involvement, and comments were shared with the COMPASS Board of Directors for consideration;

**WHEREAS**, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds;

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs.

**ADOPTED** this 19<sup>th</sup> day of December 2022.

**By:** \_\_\_\_\_  
**Joe Stear, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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COMPASS

Amendment #5 for the FY2022-2028 Regional Transportation Improvement Program (TIP) and  
Amendment #1 for the FY2023-2029 TIP

City of Nampa, September 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW12	Study, SH-45 NEPA, Nampa	2022							0
	Funding Source: Local (Regionally Significant)	2023	ϑ 5	ϑ 400					ϑ 405
	Complete a National Environmental Policy Act (NEPA) study to determine the preferred realignment option of State Highway 45 in the City of Nampa. This is the next step in development after completing a Planning and Environmental Linkages (PEL) study. (Federal: \$0).	2024		ϑ 200					ϑ 200
		2025							0
		2026							0
		PD							0
		SUM	ϑ 5	ϑ 600	0	0	0	0	ϑ 605
Add project.									
NEW13	I-84 Interchange Modification Report, Nampa	2022							0
	Funding Source: Local (Regionally Significant)	2023	ϑ 5	ϑ 200					ϑ 205
	Complete all requirements that will allow approvals of a future southern connection to the Interstate 84 and future State Highway 16 Interchange in the City of Nampa. (Federal: \$0).	2024		ϑ 200					ϑ 200
		2025							0
		2026							0
		PD							0
		SUM	ϑ 5	ϑ 400	0	0	0	0	ϑ 405
Add project.									
NAM03	Franklin Road, Star Road to SH-16 Alignment, Nampa	2022		ϑ 375	ϑ 480				ϑ 855
	Funding Source: Local (Regionally Significant)	2023			ϑ 230	ϑ 192		ϑ 6100	ϑ 6522
	Widen Franklin Road from Star Road to the future State Highway 16 alignment in the City of Nampa. The roadway will be widened to five lanes and include curb, gutter, and a separated 10-foot pathway and 4-foot bicycle lane. City utilities will also be extended through the project. (Federal: \$0).	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	ϑ 375	ϑ 710	ϑ 192	0	ϑ 6100	ϑ 7377
Add project.									

Idaho Transportation Department and Local Highway Technical Assistance Council, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23915	Pathway, Canyon Street, Nampa	2022							0
	Funding Source: TAP-Urban	2023							0
		2024							0
	Construct a 12-foot pathway in the center of the alley that extends from South State Street to West Roosevelt Avenue connecting to a 10-foot pathway traversing the eastern boundary of Centennial Elementary School (an extension of South State Street) in the City of Nampa. The project includes drainage on both sides of the pathway, speed humps, signage, and a crosswalk with a Rectangular Rapid Flashing Beacon, which will be installed to cross West Roosevelt Avenue. (Federal = \$807,000).	2025	ϑ <u>30</u>	ϑ <u>70</u>					ϑ <u>100</u>
		2026					ϑ <u>110</u>	ϑ <u>671</u>	ϑ <u>781</u>
		PD							0
		SUM	ϑ <u>30</u>	ϑ <u>70</u>	0	0	ϑ <u>110</u>	ϑ <u>671</u>	ϑ <u>881</u>
<b>Add project and combine with KN 23917.</b>									
23917	Pathway, Canyon Street, Phase 2, Nampa	2022							0
	Funding Source: TAP-Urban	2023							0
		2024							0
	Replace a five-foot-wide pathway in the City of Nampa along the eastern boundary of Centennial Elementary School connecting with Lake Lowell Avenue with a ten-foot-wide pathway. The pathway will be extended approximately 700 feet along the eastern portion of the boundary to intersect with the alley that is an extension of South State Street. (Federal = \$0).	2025	<u>15</u> <u>0</u>	<u>30</u> <u>0</u>					<u>45</u> <u>0</u>
		2026					<u>50</u> <u>0</u>	<u>250</u> <u>0</u>	<u>300</u> <u>0</u>
		PD							0
		SUM	<u>15</u> <u>0</u>	<u>30</u> <u>0</u>	0	0	<u>50</u> <u>0</u>	<u>250</u> <u>0</u>	<u>345</u> <u>0</u>
<b>Remove project and combine with KN 23915.</b>									
NEW14	Railroad Crossing, South Cole Road, Ada County	2022							0
	Funding Source: Fed RRX	2023	ϑ <u>75</u>						ϑ <u>75</u>
	Install safety features and improve the southerly roadway approach on a railroad crossing on south Cole Road in Ada County. (Federal = \$68,000).	2024							0
		2025							0
		2026							0
		PD							0
	Overall Project Total = \$477,000	SUM	ϑ <u>75</u>	0	0	0	0	0	ϑ <u>75</u>
NEW14	Railroad Crossing, South Cole Road, Ada County	2022							0
	Funding Source: State	2023				ϑ <u>402</u>		ϑ <u>402</u>	
	<b>Same as above.</b> (Federal = \$0).	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	ϑ <u>402</u>	0	0	ϑ <u>402</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23950	Railroad Crossing, Deb Lane Closure, near Parma	2022							0
	Funding Source: Leading Idaho	2023	ϑ <u>25</u>			ϑ <u>425</u>			ϑ <u>450</u>
	Remove the Union Pacific Railroad crossing at Deb Lane near the City of Parma. (Federal = \$0).  Add project.	2024							0
		2025							0
		2026							0
		PD							0
		SUM		ϑ <u>25</u>	0	0	ϑ <u>425</u>	0	0

Transportation Management Area Balancing, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
13046	<del>Planning Study (PEL), High-Capacity Transit Corridor Alternatives Analysis, COMPASS</del>	2022							0
	Funding Source: STBG-TMA	2023							0
	<del>Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable public transportation alternatives for high-capacity service. Conduct a Planning and Environmental Linkages (PEL) study to conduct high-level environmental and technical analysis on identified public transportation alternatives for high-capacity transit service south of the Boise River to be carried forward to a future federal environmental process. Findings will be incorporated in the regional long-range transportation plan. (Federal: \$926,600).</del>	2024		ϑ <u>829</u>					ϑ <u>829</u>
		2025		ϑ <u>171</u>					ϑ <u>171</u>
		2026							0
		PD			<del>1000</del> <u>0</u>				<del>1000</del> <u>0</u>
		SUM		ϑ	1000	0	0	0	0
	Advance project from PD to 2024/2025 and change the title and description to a Planning and Environmental Linkages (PEL) study rather than an alternatives analysis, at the request of the COMPASS Board of Directors. No change to total.								

Ada County Highway District, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022							0
	Funding Source: TAP-TMA	2023		0			35	130	165
	Install a pedestrian hybrid beacon-controlled crossing on US 20/26 (Chinden Boulevard) at 43rd Street in the City of Garden City. (Federal: \$306,704).  Delay construction of the project to determine a new location, as crossing location became a concern during design. Action includes cost increases to cover the new design and construction estimates.  Previous obligations: \$56,000 Overall previous total: \$231,000 New total: \$387,000 Percentage Change: 67.64%	2024					0	0	0
		2025					0	0	0
		2026					56	225	281
		PD							0
		SUM		0	0	0	0	35	130
						50	225	331	
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022							0
	Funding Source: Local Participating	2023						10	10
	Same as above. (Federal: \$0).  Funds no longer needed.	2024							0
		2025							0
		2026							0
		PD							0
		SUM		0	0	0	0	0	10
							0	0	

Idaho Transportation Department, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2022	150	5000	-37797	41	0	0	-28497
	Funding Source: GARVEE	2023			-13251	50	39	415	-3497
	Environmental re-evaluation, final design, and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Work is for Phase 1 <del>2, and 3</del> of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 construction projects were split out into KN 23956, 23957, and 23958. <del>Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.</del> (Federal = -\$3,240,320).	2024							0
		2025							0
		2026							0
		PD							0
		SUM	150	5000	-37797	415	0	39	415
								-3497	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	<p>Adjust funds to actual obligations.</p> <p>Previous obligations: \$140,781,000 Overall previous total: \$118,784,000 New total: \$143,784,000 Percentage Change: 21.05%</p>								
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2022			-1000				-1000
	Funding Source: <del>NHPP</del> IM	2023			7500				7500
	<p><b>Same as above.</b> (federal = \$6,022,900)</p> <p>No change to this funding source.</p>	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	6500	0	0	0	6500
23956	SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa	2022							0
	Funding Source: State Early Development	2023							0
	<p>Construct improvements on State Highway 16 from Interstate 84 to Franklin Road, including free flowing ramps at Interstate 84, and a new bridge over Franklin Road in the City of Nampa. These improvements complete the system interchange with Interstate 84 and the Franklin Road interchange.</p> <p>Add key number. Funds were originally proposed to be added to KN 20788 in the FY2023-2029 TIP update.</p>	2024					ϑ	ϑ	ϑ
		2025					5100	40000	45100
		2026					2100	40000	42100
		PD							0
		SUM	0	0	0	0	ϑ	ϑ	ϑ
23957	SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian	2022							0
	Funding Source: State Early Development	2023							0
	<p>Construct improvements on State Highway 16 including a bridge over Ustick Road and US 20/26 in the City of Meridian. These improvements will complete the Ustick Road and US 20/26 interchanges.</p> <p>Add key number. Funds were originally proposed to be added to KN 20788 in the FY2023-2029 TIP update.</p>	2024					ϑ	ϑ	ϑ
		2025					8150	70000	78150
		2026					ϑ	ϑ	ϑ
		PD					50		50
		SUM	0	0	0	0	ϑ	ϑ	ϑ
23958	SH-16 and SH-44 Interchange, Star	2022							0
	Funding Source: State Early Development	2023							0
	<p>Construction improvements on State Highway 16 that includes a new full interchange at State Highway 44 in the City of Star.</p>	2024					ϑ	ϑ	ϑ
		2025					2050	40000	42050
		2026					ϑ	ϑ	ϑ
		PD					3050	10000	13050
		SUM	0	0	0	0	ϑ	ϑ	ϑ

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	Add key number. Funds were originally proposed to be added to KN 20788 in the FY2023-2029 TIP update.						<u>5100</u>	<u>50000</u>	<u>55100</u>

CE = Construction Engineering  
 CN = Construction  
 Fed = Federal  
 FY = Fiscal Year  
 GARVEE = Grant Anticipation Revenue Vehicle  
 I = Interstate  
 ITD = Idaho Transportation Department  
 IM = Interstate Maintenance  
 KN = Key Number

NEPA = National Environmental Policy Act  
 NHPP = National Highway Performance Program  
 PE = Preliminary Engineering  
 PEL = Planning and Environmental Linkages  
 PC = Preliminary Engineering Consultant  
 RRX = Railroad Crossing  
 RW = Right-of-Way  
 SH = State Highway  
 STBG = Surface Transportation Block Grant

TIP = Transportation Improvement Program  
 TAP = Transportation Alternatives Program  
 TMA = Transportation Management Area  
 Urban = Nampa Urbanized Area  
 US = United States (highway)  
 UT = Utilities

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Public Comments Received (Verbatim)**Amendment to the regional long-range transportation plan, *Communities in Motion (CIM)*, and the Regional Transportation Improvement Program (TIP).**

Public Comment Period: October 25 – November 8, 2022

Total number of individuals submitting comments: 14

Email: 14    Online Comment Form: 0    Hard Copy Comment Form: 0    Letter: 0

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
I feel like the plans are solid and that there always needs to have more walkability and use for public transportation I am grateful that people want to use a light rail and shuttle at some point but there needs to be a bit more ridership wanted I hope that we can find a solid compromise on what should be done for the community at large and that would need to be able to take care of the transport as a whole	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit.	Ian Bott	Email
To whom it may concern Unusual, but I consider all of the amendments worthy of pursuing	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hubert Osborne	Email
Please consider building grade seperated intersections on Eagle Rd and major east-west streets, Franklin, Fairview, Ustic, and Chinden	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, the City of Boise, and the City of Garden City, the City of Meridian, and the Idaho Transportation Department.	NA	Email
I particularly like the study on the future southern connection to the I-84 - SH-16 Interchange Now is the time to take a good look at it	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Mac McOmber	Email
I am not familiar enough to render an opinion on the Nampa projects, although in reading them they look to make a great deal of sense. The "New" Cole road RR Crossing is one of the many needed in the area and would strongly support that addition to	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, Ada County Highway District, and Valley Regional Transit.	Harold Klein	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>the work schedule. Don't exactly know how it ranks against the other RR crossing needs, but would rely on your expertise to make that call.</p>			
<p>I would like to express my support for the "Add/extend the scope of the Canyon Street Pathway project in the City of Nampa". In looking at the City of Nampa Bicycle and Pedestrian Master Plan from August 2011, it is clear that this pathway was needed in 2011 and is still needed to get children safely to and from Centennial Elementary School in Nampa. In looking at the Centennial School profile on the Public School Review website, the data provided would lead one to conclude that many of the Centennial students walk and bicycle to school. For instance, the state of Idaho statewide average for students eligible for free lunch is 25% - the students eligible for free lunch at Centennial is 44%. This project is necessary to the safety of the students and the neighborhood and should be expedited. Thank you for the opportunity to provide comments on the proposed amendments to the Communities in Motion.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p>Mary Beth Nutting</p>	<p>Email</p>
<p>For decades, I lived in a growing region that built a light-rail system. It was very expensive and vastly underutilized by daily riders, rather it was used by people who decided to sleep in it nightly. The net result was no decrease in vehicular traffic on the roads. I believe it would be much more efficient to increase bus service so that schedules and routes can be easily modified in order to serve the greatest number of people, rather than building a fixed light-rail system.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Melanie Johnson</p>	<p>Email</p>
<p>Let's get small rail service going between Caldwell, Nampa, Meridian and Boise, before the land is gone. Coming from Salt Lake &amp; Utah County where we were able to ride light rail to SL Bee's Baseball, Utah Utes Football, Utah Jazz basketball games and many concerts where they attack anywhere from 10,000 to 50,000 spectators. It was great to get in short line to get on the train not too far from our</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, the City of Nampa, the City of Meridian, the City of Boise, and Valley Regional Transit.</p>	<p>Don Benson</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p align="center"><small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small></p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>home to our destination and ride it back avoiding all the traffic. Thanks again for what you are trying to do.</p>			
<p>I believe that Idaho would benefit from a high-speed rail from Caldwell to Mountain Home. This would reduce the traffic on I84. I84 is constantly being widened and lanes added to deal with the traffic that has increased with exploding development. Increased traffic also means increased repairs on the highway. It would also spread-out development along that corridor instead of concentrating it on the Western side of the Treasure Valley. Yes, a large swath of land would be needed for the track beds, parking facilities &amp; stations but this would be done all at once rather than the piecemeal manner that is happening with widening the highway. A high-speed rail would also reduce the amount of traffic &amp; parking needed in Boise and other cities. It would reduce traffic accidents. It would increase the use of city bus lines from the station to the passenger's final destination. My husband and I have enjoyed the convenience of Metros in other major cities. It's time that the Treasure Valley grows up to it big kid status.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Arlynn Hacker</p>	<p align="center">Email</p>
<p>One point I would like to make regarding Communities In Motion. A major need for infrastructure to create safe ways for pedestrians and bicycles is funding. If the builders and contractors who are putting in all the new construction for residents and businesses were properly and appropriately contributing from the money they are making the funding would cease to be an issue. Please find a way to make these builders and contractors pay for this infrastructure. Not only would the funding issue be resolved, but perhaps they wouldn't be so anxious to keep on with their audacious building that puts no responsibility on them for the resulting population growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Jim</p>	<p align="center">Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I am commenting on the proposed amendment.</p> <ol style="list-style-type: none"> <li>Regarding the addition of an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange: There is a great need for another route to connect NE Nampa and NW Meridian to Highway 16. As the population in Emmett and surrounding communities grows, having a safe route for commuters is essential.</li> <li>Add a roadway widening project on Franklin Road in Nampa: We definitely need to widen Franklin Road in Nampa. This Road is used as a major way to get from NE Nampa to Meridian. The traffic becomes very congested during commute times. All the stop signs and stop lights make the commute miserable. If the Road were widened and Round-a-bouts installed, it would help the flow of traffic.</li> </ol> <p>Since the Population Explosion in Nampa, Meridian, Kuna and Boise, our transportation Department really must find ways to help move all the additional traffic in a safe, expeditious way. Slow, congested traffic can cause drivers to be impatient and increase the number of accidents, both for vehicles and for pedestrians/bike riders. Developers in these new housing areas should be responsible for the cost to improve our Regional Transportation. And homebuyers in these new communities need to share some of the responsibility also. Long time residents should not be taxed for the needs caused by the influx of population.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Meridian, the City of Star, the City of Kuna, the City of Boise, and the Idaho Transportation Department.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>I live southwest of Lake Lowell and travel Marsing Rd to the Lakeshore/45 intersection (which is becoming a major hazard during busy times and needs a traffic light), then north on 45 through Nampa, ending (via routes that vary by day depending on conditions) near the Garrity exit. I support the environmental study and the interchange modification report amendments. It</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p align="center">Alicia Adams</p>	<p align="center">Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="font-size: small;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>would be ideal to bypass downtown Nampa by connecting Marsing Rd/Lakeshore/45 or Deer Flat/45 to the new State Hwy 16 interchange to the south (Robinson). Doing so could alleviate some traffic on Karcher coming from Marsing, and would provide better freeway access and less Nampa/12 Ave Rd. congestion for residents of south Nampa, Melba, etc. Please don't neglect to include sharrows or sidepaths for bikes/pedestrians on every new road project. Pave and allow bikes and pedestrians on irrigation canals. And please develop a public transit system, such as light rail, connecting all points from Mountain Home to Marsing and points north.</p>			
<p>1. I would like to suggest that a turn lane be put in for west bound traffic onto Lakeshore at the intersection of Hwy 45 and Lakeshore.  2. If not both, at least a traffic light would help improve access onto and across Hwy 45.  3. A traffic light at Hwy 55 and Riverside would also be a great thing.  These are the primary access points for travel around the south side of Lake Lowell and neither of these intersections are safe enough. Thank you for sending the link and an invitation to make sure my comments are included.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, and the Idaho Transportation Department.</p>	<p>Jeanie Amen</p>	<p>Email</p>
<p>To Whom It May Concern, Up until recently, I was on the freeway daily. I have seen a lot of changes over the years. Some good, some not so good. I have seen vehicles lined up on the freeway lanes while trying to take an off-ramp, which creates a dangerous situation for all involved. My biggest question at this time is, who in their (so-called) wisdom decided it was a good idea to close down the original east bound off ramp at the Karcher interchange? I see vehicles lined up onto the freeway lanes on a daily basis trying to take the "new and improved" east bound exit. Why was this done and will you ever open it back up?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p><b>Response from ITD:</b>  Thank you for your comment and ITD understands your frustration. The good news is ITD just opened the second off-ramp lane this morning, November 8<sup>th</sup>, at the Karcher Interchange. This should help with traffic stacking on the interstate. In addition, ITD opened the new auxiliary lane between the Northside and Karcher interchanges. An auxiliary lane is a lane that goes between interchanges and gives people more time to merge or travel to the next exit without merging.</p>	<p>Pamela Hansen</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code,            Affiliation</b>	<b>Format</b>
	<p>ITD is currently designing additional improvements to the Karcher Interchange which are scheduled to start construction next year. The improvements include:</p> <ul style="list-style-type: none"> <li>• Providing an additional westbound lane on Karcher Road (State Highway 55) from the westbound ramps through Caldwell Boulevard.</li> <li>• Widening the interchange bridge to provide a dedicated lane for the westbound off-ramp traffic to travel westbound on SH-55.</li> <li>• Reconfiguring westbound and eastbound off-ramps to improve safety and traffic flow, and increase capacity on these ramps.</li> <li>• Adjusting signals at ramp intersections, Caldwell Boulevard, and Cassia Street to accommodate SH-55 pavement widening and improve congestion.</li> <li>• Adding a third westbound through lane and dedicated right turn lane at the intersection of Karcher Road (SH-55) and Caldwell Boulevard.</li> <li>• Adding a pedestrian flashing beacon at the I-84 eastbound on-ramp.</li> <li>• Widening some sidewalks within project limits.</li> <li>• Repaving Karcher Road (SH-55) from the westbound on-ramps to Middleton Road to extend the pavement life and smooth the surface.</li> </ul> <p>You can find more information about the project at: <a href="http://itdprojects.org/84corridor">itdprojects.org/84corridor</a>. If you would like to sign up for ITD emails regarding the I-84 corridor, you can <a href="#">sign up here</a>.</p>		

## BOARD OF DIRECTORS AGENDA ITEM IV-D

DATE: December 19, 2022

### **DRAFT 2023 COMPASS Federal Transportation Position Statements**

**COMPASS encourages long-term reauthorization of the Infrastructure Investment and Jobs Act (IIJA).** IIJA expires September 30, 2026. Consistent, predictable federal investments through a new long-term surface transportation reauthorization bill will allow state and local governments to address much-needed infrastructure improvements. Starting discussions on reauthorization of IIJA early will allow for the identification of the nation's most pressing issues and vetting of possible and appropriate solutions.

**Congress must solve the perennial Highway Trust Fund funding shortfall in a permanent, meaningful way, eliminating the need for short-term infusions of general fund dollars.**

- **Support a federal fuel excise tax increase.** The federal fuel tax has not been increased since 1993 (30 years) and remains the most readily available user-pay solution to stabilizing the Highway Trust Fund.
- **Add additional road user charge concepts.** Improvements in fuel efficiency and development of alternative fuel vehicles have had a negative effect on the Highway Trust Fund. Additional user fee concepts such as mileage-based user fees are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.

**Provide more direct funding to local governments and increase local decision-making authority.** COMPASS encourages more flexibility in funding and direct allocation to regions, metropolitan planning organizations (MPOs), counties, cities, and public transportation authorities with transportation infrastructure responsibilities. IIJA made some progress in this regard, while placing greater responsibility on those entities to develop and meet system performance goals. MPOs should be direct recipients of federal transportation funding for all transportation planning and program efforts in metropolitan areas.

**Provide local flexibility.** COMPASS supports local flexibility to build, operate, and maintain local and regional transportation projects. Federal policy should allow MPOs and local governments to plan projects that use alternative design standards while meeting environmental objectives when the use of rigid federal design standards is inconsistent with local needs.

**Increase federal funding for public transportation.** Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide more robust growth in federal public transportation programs to help these systems meet the needs of their communities. Local match requirements for Federal Transit Administration and Federal Highway Administration funding should be the same within each state.

**Increase federal support for non-motorized transportation options.** COMPASS supports increasing federal funding and incentives to provide safe bicycle and pedestrian mobility options designed to move toward zero deaths.

**Increase set-aside for off-system bridges.** Nearly 80% of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). Funding for off-system bridges is crucial for local entities to safely operate and maintain these bridge structures.

**Oppose federal aid turnback proposals.** COMPASS opposes any proposals to dismantle the federal transportation funding system by turning back all or a portion of the federal aid to the states.

**Inter-City Passenger Rail Service.** COMPASS encourages the Federal Rail Administration and Amtrak to study the feasibility of resuming Amtrak's "Pioneer Route" passenger rail service through the Treasure Valley. The Pioneer Route provided service from Seattle to Denver, through Portland, Boise, and Salt Lake City for 20 years until it was discontinued in 1997. Given the recent economic and population growth in these areas of the Northwest, it is reasonable to study the feasibility of resuming Pioneer Line passenger rail service.



## BOARD OF DIRECTORS AGENDA ITEM IV-E

December 19, 2022

### DRAFT 2023 COMPASS State Legislative Positions

#### Transportation Revenue

**COMPASS supports continued investment in Idaho's state and local transportation systems.** Idaho's current transportation funding level remains inadequate to address the state's needs. State and local transportation entities continue to face critical funding shortfalls for safety, maintenance, and expansion projects. Ada and Canyon Counties' combined population is forecast to be nearly 1.1 million people by the year 2050. An increase of over 300,000 people in 27 years will further strain a transportation system that is already congested and lacks mobility options for the region's residents. An additional \$193 million per year investment in the transportation system is needed to expand and maintain the system to safely meet the region's future mobility needs.

- **Increase state motor fuels excise tax.** The state fuel excise tax is currently the most effective "user fee" to secure additional funding for state and local transportation needs. COMPASS supports increasing the state fuel excise tax to meet the infrastructure needs of Idahoans.
- **Support exploring alternative user-charge concepts.** New automotive technologies and increased fuel efficiency necessitate expanding transportation user fee concepts. A mileage-based user fee should be considered to ensure all users of the system pay a share of infrastructure costs.
- **Support local option sales tax authority.** Local option sales tax authority would provide local units of government with a tool to supplement investments in specific infrastructure projects subject to the approval at the ballot box by affected residents.
- **Support a dedicated funding source for public transportation.** Idaho is one of a few states that does not provide a dedicated funding source for public transportation needs. As the population of the state and region continues to grow and diversify, both urban and rural public transportation entities struggle to meet the mobility needs of their communities.
- **Support a dedicated funding source for safe, community-oriented bicycle and pedestrian options.** Funding for safe community and neighborhood-oriented bicycle and pedestrian options should be a priority for the state.

#### State Transportation Policy

COMPASS supports the following changes to Idaho statutes to further improve the ability of state and local transportation entities to meet the transportation needs of the state and region.

- **Property taxes.** COMPASS supports removing the property tax cap that limits local taxing districts' ability to deliver needed infrastructure in high-growth areas. Recent actions by the legislature to arbitrarily cap taxing district budgets and limit adjustments for new growth has had a negative effect on local jurisdictions' ability to meet the increasing infrastructure needs associated with new growth.
- **High occupancy vehicle (HOV) lanes.** COMPASS supports changing existing statutory authority to allow HOV lanes to be considered by the Idaho Transportation Department (ITD) Director in any region in Idaho. Current statutory language restricts HOV lanes to counties with populations under 25,000 and a resort community.
- **Interstate passenger rail service.**
  - COMPASS supports the establishment of an informal working group, appointed by the Governor, and in partnership with ITD, to continue coordinating state-level activities in support of restoring passenger rail service to Idaho.
  - COMPASS encourages the Legislature to pass a resolution demonstrating its support for the return of passenger rail service, continuing conversations with the Federal Rail Administration (FRA) and Amtrak officials, and supporting the FRA Corridor ID Program application for service between the Boise Metro Area and Salt Lake City Metro Area.
  - COMPASS supports allocation of state funding to ITD to assist in a future cost-benefit analysis of the possible restoration and state funding of passenger rail service in Idaho.
- **Impact fee flexibility.** COMPASS supports statutory changes to allow for more flexible uses of development impact fees within a jurisdiction's right-of-way. Current statutory language limits the allowable use of development impact fees to roadway infrastructure to the exclusion of alternative transportation capital improvements, such as sidewalks, bicycle lanes, or bus/transit improvements.
- **Speed limits on state highways.** COMPASS supports improved coordination and cooperation between ITD and local governments in the consideration and establishment of speed limits on state highways.

## COMPASS BOARD AGENDA ITEM IV-F

Date: December 19, 2022

### **Topic: 2022 Change in Motion Scorecard**

#### **Request/Recommendation:**

COMPASS staff seeks the COMPASS Board of Directors' acceptance of the 2022 Change in Motion Scorecard (see supplemental link below).

#### **Background/Summary:**

A key component of COMPASS' performance reporting is a scorecard illustrating regional progress on implementation of the long-range transportation plan. The Change in Motion Scorecard is compiled every other year to illustrate progress toward meeting the goals and targets established in *Communities in Motion* (CIM).

The 2022 scorecard evaluates several performance metrics representing the 4 goals and 18 objectives of CIM 2050. The scorecard highlights a mix of results with 12 metrics "on track" to meet targets, 7 making progress but not at a rate to meet targets, and 13 not making progress and not on track to meet regional targets. Eight metrics have not been assigned targets and are provided for information only until better data are available to set a target.

The COMPASS Regional Transportation Advisory Committee (RTAC) has established a subcommittee of six volunteers with a variety of geographical and organizational responsibilities to review the underperforming metrics and develop recommended actions for improvement. Final recommendations will be presented to the COMPASS Board of Directors at the conclusion of the subcommittee process.

COMPASS staff is seeking the COMPASS Board of Directors' acceptance of the 2022 Change in Motion Scorecard as well as guidance for which underperforming measures should be highest priority for the RTAC subcommittee to review.

#### **Implication (policy and/or financial):**

The 2022 Change in Motion Scorecard highlights progress and illustrates areas where additional work is needed toward reaching CIM 2050 goals. It can help identify policy issues that need additional resources, funding, or planning efforts.

#### **More Information:**

- 1) Supplemental link:  
[https://www.compassidaho.org/documents/people/board/2022/2022\\_ChangeinMotionScorecard.pdf](https://www.compassidaho.org/documents/people/board/2022/2022_ChangeinMotionScorecard.pdf)
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, at [hmulhall@compassidaho.org](mailto:hmulhall@compassidaho.org)

## COMPASS BOARD AGENDA ITEM IV-G

Date: December 19, 2022

### Topic: 2023 COMPASS Board Officer Slate

#### Request/Recommendation:

Approve 2023 COMPASS Board Officer slate as recommended by COMPASS Executive Committee.

#### Background/Summary:

The COMPASS Bylaws specify the succession, nomination, consideration, election, and duties of Board Officers as follows:

**5.7 Succession.** Unless other Officers are elected by a majority vote of the Voting Board Members at the annual meeting (or special meeting called for the purpose of electing one or more Officers) the person serving as Secretary-Treasurer shall be elected to the office of Vice Chair, the person serving as Vice Chair shall be elected as Chair-Elect and the person serving as Chair-Elect shall be elected Chair.

**5.8 Nomination of Officers.** The Executive Committee shall identify and screen individuals qualified to become Officers and recommend officers for approval by the Board in accordance with the provisions of this Section.

**5.8.1 Nomination.** Not less than three (3) months prior to the Board's annual meeting, the Executive Committee shall submit a call for nominations to all Voting Board Members for any Officer position to be voted upon that year. Any Voting Board Member may submit a nomination for one or more of the Officer positions. All nominations shall be submitted, in writing, to the Executive Committee no later than forty-eight (48) hours prior to the Executive Committee's regularly scheduled meeting that occurs just prior to the Board's annual meeting. Any nomination received after this deadline shall not be considered.

**5.8.2 Consideration.** The Executive Committee shall review all nominations, compare the nominees against the qualifications, qualities, skills and other expertise identified by the Board, if any, and nominate a slate of candidates to succeed the Officers whose terms are expiring or vacant ("Nominated Officers"). The slate may include current Officers for re-election. The Executive Committee shall recommend the Nominated Officers to the Board for approval.

**5.8.3 Additional Nominations.** In addition to the Nominated Officers, other nominations for any Officer's position may be submitted by any five (5) Voting Board Members if filed with the Board not less than fifteen (15) days prior the Board's annual meeting.

**5.8.4 Election Procedure.** No new nominations from the floor shall be accepted at the Board's annual meeting. If the Nominated Officer's slate is the only list of nominees under consideration, election of the entire slate shall be decided by a majority vote of Voting Board Members present and voting. If there are additional nominees qualifying pursuant to Section 5.8.3, the Board shall consider and vote for each Officer position individually. The nominee for each Officer position which garners the greatest number of votes shall be elected.

**The COMPASS Executive Committee met on Tuesday, November 15, 2022, to consider the nominations submitted for the COMPASS Secretary-Treasurer and the succession of the current Board Officers for 2023. The Executive Committee nominates the following slate of Board Officers for 2023 for the COMPASS Board of Directors' consideration at the annual meeting on Monday, December 19, 2022:**

- **Chair – Mayor Debbie Kling, City of Nampa**
- **Chair-Elect – Mayor Trevor Chadwick, City of Star**
- **Vice Chair – Commissioner Jay Gibbons, Canyon County Highway District, No. 4**
- **Secretary-Treasurer – Commissioner Rod Beck, Ada County Commission**
- **Immediate Past Chair – Mayor Joe Stear, City of Kuna**

Per the COMPASS Bylaws, any additional nominations need to be filed with the Board by any five (5) Voting Board Members no later than December 4, 2022, which is 15 days prior to the annual Board of Directors' meeting on Monday, December 19, 2022. No additional nominations were received by December 4, 2022.

**Implication (policy and/or financial):**

If the Executive Committee recommended Board Officer slate is not approved, the existing officers would continue in their positions until new Board Officers can be elected by the Board of Directors.

**More Information:**

- 1) For detailed information contact: Matt Stoll, Executive Director, at (208) 475-2266 or [mstoll@compassidaho.org](mailto:mstoll@compassidaho.org).

## BOARD OF DIRECTORS AGENDA ITEM V-B

December 19, 2022

### **Topic: Idaho Transportation Board Policy on Local Funding and New Funding Sources**

#### **Background/Summary:**

The Idaho Transportation Department (ITD) allocates funds to local agencies through the Surface Transportation Block Grant (STBG) program using a formula in Idaho Transportation (IT) Board Policy 4028 and IT Board Policy 4028S Supplemental. The IT Board is currently reviewing the policy to include new federal requirements and make the policy more equitable across the state. ITD is also in the early stages of creating procedures for two new funding sources in the Infrastructure Investment and Jobs Act (IIJA) — the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.

#### IT Board Policy 4028

In June 2021, the IT Board directed ITD staff to review Board Policy 4028 and Board Policy 4028S, policies for determining federal Surface Transportation Block Grant (STBG) funding allocations to local agencies, and propose any necessary changes.

The policies were originally developed based on data from the 1990 Census with the intent to allow for an equitable allocation of federal formula funds to local partners. The current IT Board policies (with markups showing proposed ITD staff changes) are provided in Attachment 1. The policies are not easy to translate. Generally, 12.6% of the total federal apportionment to the State of Idaho is allocated to locals. That 12.6% is then further divided equally (one-half each) between urban areas (population 5,000 and above) and rural areas (population below 5,000), based on the population. The 50/50 split between urban and rural reflects the distribution of population as it was in 1990, but does not reflect today's population split.

Since 1990, the population has changed dramatically, including the addition of a Transportation Management Area (TMA) (Boise Urbanized Area), which has a federally required allocation. When the TMA was formed in 2003, the IT Board policy did not change. The policy remained a 50/50 split between urban and rural; however, due to federal requirements, the TMA receives the federally required level of funding and the remaining funding in the "urban" half is shared among all other urban areas 5,000 to 200,000 in population.

In October 2021, the IT Board held a listening session with local stakeholders to hear concerns and proposed improvements to the policy. The five metropolitan planning organizations (MPOs) in Idaho provided a solution to simply use the funding allocation table provided by the Federal Highway Administration for STBG funds. The allocation table succinctly allocates funds by the following geographic area; however, only the TMA area is a direct allocation:

- TMA areas (population over 200,000)
- Large urban (population 50,000 to 200,000)
- Small urban (population 5,000 to 49,999)
- Rural (population under 5,000)

With additional discussions in the spring of 2022 regarding transportation funding in the Idaho Legislative session, as well as releases of additional guidance from the Federal Highway Administration throughout the year, the IT Board decided to wait on making any changes to the funding policies. In June 2022, an IT Board subcommittee reviewed an ITD staff recommendation to update IT Board Policy 4028. ITD staff presented the proposal to the IT Board on November 17, 2022, as an information item. These proposed changes are shown in Attachment 1. The policy remains difficult to interpret.

The new policy does not meet the intent of allowing for an equitable allocation of federal formula funds to local partners. The formula is still based on 12.6% of the total federal formula funding allocated to local agencies and is still split 50% to urban areas and 50% to rural areas, with a caveat that the TMA funds (stated "if" a TMA distribution of funding is federally required) would be allocated at the required amount and the large urban and small urban allocations would be increased slightly. Examples of the STBG split comparisons by funding method and population splits are provided in Attachment 2

COMPASS joined the other Idaho MPO directors in a letter (Attachment 3) requesting the IT Board continue to collaborate with local agencies for a more equitable and simple solution. The IT Board is anticipated to act on the proposed policy (Attachment 1) on December 15, 2022. Staff will provide an update of any action taken at the IT Board meeting during the staff presentation at the December COMPASS Board meeting.

#### CRP Program

The IIJA created a new formula funding program called the CRP. This program provides funds for projects designed to reduce transportation emissions from on-road sources by funding projects such as:

- Building sidewalks
- Replacing street lighting and traffic control devices with energy-efficient alternatives
- Supporting conversions to alternative fuels
- Improving traffic flow, and traffic monitoring, management, and control facilities
- Shifting transportation demand to nonpeak hours or other modes

Like the STBG allocation tables produced by the Federal Highway Administration, the CRP funds have specific allocations for TMA areas, large urban areas, small urban areas, and rural areas. However, the allocation tables for the CRP are even more detailed and provide allocations to each specific MPO area (large urban area). The TMA continues to be the only area federally required to receive a direct allocation. ITD staff's interpretation on allocations in other areas is that funds must be *spent* within the geographic areas, rather than providing a direct allocation to the local agencies in those areas. Federal guidance is nebulous.

ITD staff have shown interest in consulting with MPO staff to develop procedures for CRP funds; however, no meetings have occurred to date. CRP program funds are not part of IT Board Policy 4028, other than the proposal to deduct them from the total apportionment prior to determining the 12.6% of the available share for local agencies. The fact that CRP funds are removed, or set aside, from Board Policy 4028 and 4028S creates the opportunity for future funding for local agencies in this program through a separate policy.

#### PROTECT Program

Another new funding program under the IIJA is the PROTECT program. The intent of this program is to help make surface transportation more resilient to natural hazards and disasters through support of planning activities, resilient improvements, community resilience, and



evacuation routes. Unlike STBG or CRP funds, the funding allocation table for PROTECT funds only provides detail at the state level; however, PROTECT may fund projects sponsored by local agencies. It is unclear how local agencies would be eligible for these funds. ITD staff has also shown interest in consulting with MPO staff to develop procedures for the PROTECT funds, although no meetings have occurred regarding this program either.

The PROTECT program comes with several sideboards:

- The intent is to “stack” federal funding; PROTECT will only cover the difference between building to current standards and augmenting the improvement to help with an environmental issue.
  - For example, if a bridge replacement will cost \$5M to replace to current standards, and an extra \$1M to raise the bridge by five feet to reduce future opportunities for flooding, PROTECT funds will only cover the \$1M.
- Local match is 20%.
  - ITD is planning to develop a resiliency strategy, which would reduce local match by 7% for a total local match of 13%.
  - If the MPO representing a project incorporates the resiliency strategy into planning documents, the local match is further reduced by 3% for a total local match of 10%.
- There are set asides and limits to the funding.
  - At least 2% must be used for planning activities.
  - New capacity projects are limited to 40% of available funds.
  - Development and other preconstruction activities are limited to 10% of available funds.

PROTECT program funds are not part of IT Board Policy 4028, other than the proposal to deduct them from the total apportionment prior to determining the 12.6% of the available share for local agencies. The fact that PROTECT funds are removed, or set aside, from Board Policy 4028 and 4028S creates the opportunity for future funding for local agencies in this program through a separate policy.

#### **More Information:**

- 1) Attachment 1: IT Board Policy 4028 and 4028S (including proposed ITD staff changes)
- 2) Attachment 2: Examples of STBG Split Comparisons by Funding Method and Population Split
- 3) Attachment 3: MPO Letter to ITD
- 4) For questions, contact Toni Tisdale at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)





BOARD POLICY4028

Page 1 of 32

## ALLOCATION OF FEDERAL FORMULA HIGHWAY APPORTIONMENTS TO LOCAL PUBLIC AGENCIES

### Purpose

The purpose of this policy is to authorize the Director to administer the formula apportionments received by Idaho and also to annually allocate a portion for surface transportation to Local Public Agencies. The allocation is designed to retain the same proportion of funds to Local Public Agencies as received prior to the Intermodal Surface Transportation Act of 1992 and to split funds between local rural and urban jurisdictions proportionally to population and lane-miles.

### Legal Authority

- Idaho Code 40-310(8) – Board authority to expend funds appropriated for construction, maintenance and improvements of state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director shall administer the federal formula apportionments received by Idaho and shall annually allocate a portion of these apportionments for use by Local Public Agencies (LPAs) having jurisdiction over federal-aid highways. The amount is determined by applying the deductions and calculation methodology, identified as "Option B" (see in supplement 4028S).

LPAs will receive an amount of Surface Transportation Program (STP) apportionments equal to 12.6% plus an Annual Urban Adjustment (AUA), if necessary, of the total annual federal formula apportionments after deductions for:

- State Planning and Research,
- Congestion Mitigation and Air Quality,
- Transportation Alternatives, and
- Recreational Trails.
- Carbon Reduction
- PROTECT

Local High Priority Projects are then deducted from the 12.6% LPAs share and any adjustment for obligation limitation is applied before it is divided equally between urban and rural LPAs.

### **Distribution between Local Urban and Rural LPAs**

Available apportionments, as adjusted for obligation limitation, that are allocated to LPAs shall be divided equally between urban LPAs having jurisdiction over federal-aid highways within urban areas

with a population of 5,000 or greater, and rural LPAs having jurisdiction over federal-aid highways in areas less than 5,000 population.

The funds available to urban LPAs shall ~~be those remaining after the deduction of:~~

- federal funding for statewide ride-sharing coordination,
- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, ~~and~~
- ~~any federally required distribution of funding to a Transportation Management Area (TMA);~~

BOARD POLICY 4028

Page 2 of 32

Remaining available apportionments, as adjusted for obligation limitation, are allocated to urban LPA's according to latest certified population census data in the Transportation Management Area (TMA). Large Urban area, and Small Urban area.

- if a distribution of funding to a TMA is federally required, Any Area funds will be used to supplement Large Urban and Small Urban to their fully calculated share through an Annual Urban Adjustment (AUA)

The funds available to rural LPAs shall be those remaining after the deduction of:

- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, and
- apportionments for the Surface Transportation Program Rural (STPR) Exchange Program (Board policy 4030).

The remaining funds available to rural LPAs shall be used for rural project selection under the Local Federal-Aid Incentive Program.

### Project Selection

The director, or a delegate, shall work cooperatively with locally elected public officials, Metropolitan Planning Organizations, and the Local Highway Technical Assistance Council to formulate local jurisdiction project identification and funding recommendation procedures under the Local Federal-Aid Incentive Program which must be consistent with federal project funding regulations and guidelines.

All projects recommended for funding as a result of such procedures are subject to final approval by the Idaho Transportation Board for inclusion in the Idaho Transportation Investment Program (ITIP). Costs for any LPA project, or any phase of the project, incurred prior to inclusion of the project in the federally approved ITIP are not eligible for federal reimbursement.

### Full Use Provision

By August 1 of each year, Urban and Rural apportionments that have not been obligated to construction on an LPA project shall be made available to other LPAs or the Department for use on other federally funded projects. Such apportionments obligated to other federal programs will no longer be available to the Urban and Rural Program for use in future years. This provision prevents the loss of federal funds in Idaho.

1  
2  
3  
4 The total annual federal costs for LPA projects shall remain within the applicable total annual available  
5 urban or rural apportionments provided under this policy. LPA projects, which have not qualified for  
6 federal funds because the projects were not obligated by August 1 of each year, may be deferred to

9  
10 another year in the-ITIP, but must be funded within the urban or rural apportionments made available  
11 under this policy in the year to which the project is deferred.

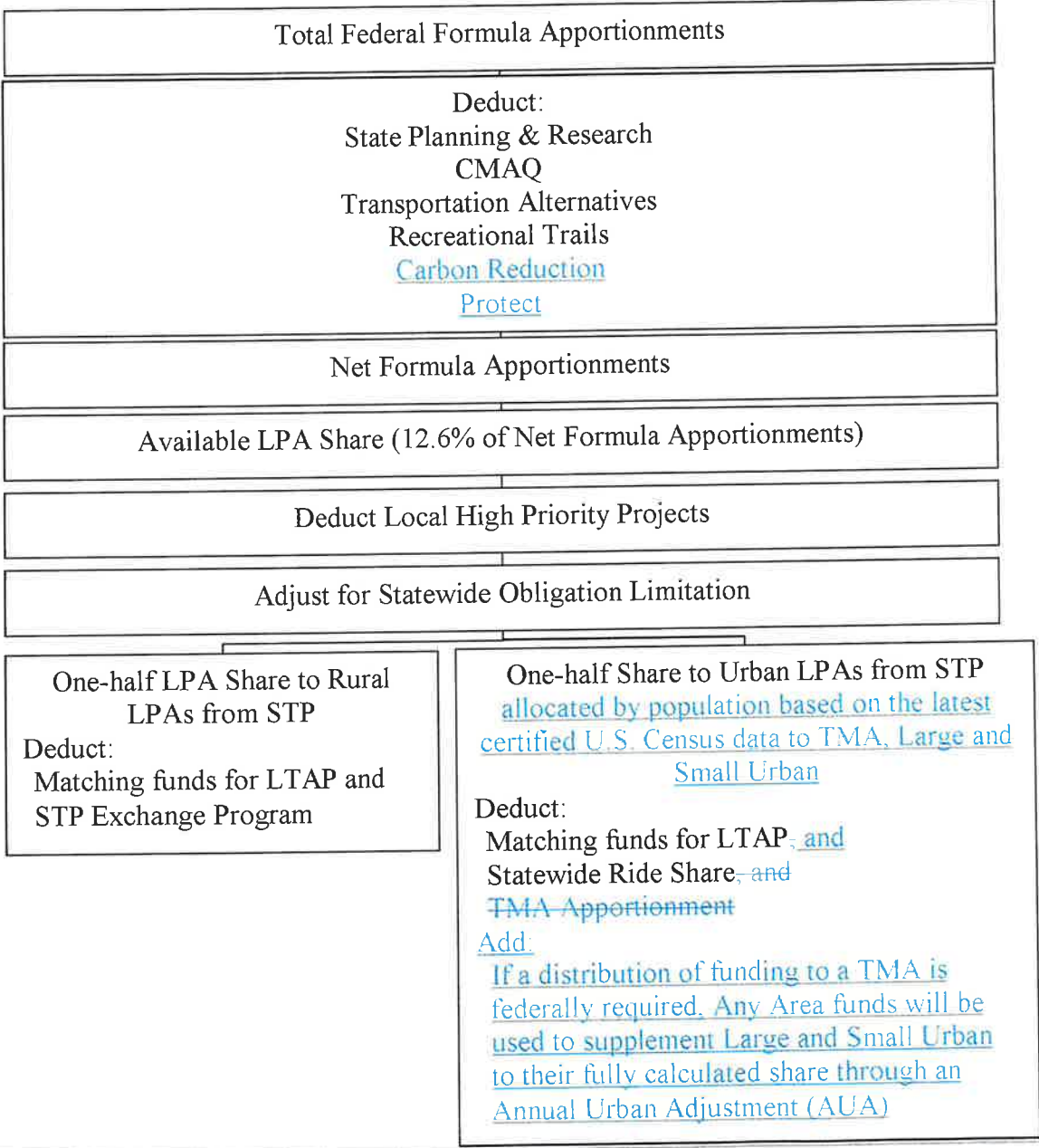
12  
13 The continuation of this policy is contingent upon the continued availability of federal funding. This  
14 policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal  
15 funding or related funding requirements.

16 Approved by the Board on:

17  
18  
19 Date August 15, 2013 TBD

20 Signed  
21 Jerry Whitehead Bill Moad  
22 Board Chairman

**LOCAL PUBLIC AGENCY SHARE OF FEDERAL HIGHWAY FUNDING**  
**Board-Established Method for Allocation of Apportionments to Local Public Agencies (LPAs)**



\* 4028 stipulates 12.6% of the total annual federal formula funding to LPAs after deductions. Local High Priority Projects are deducted from the 12.6% share before it is divided equally between urban and rural LPAs.

LPA Programs share in reduced apportionments when there is a reduction in Obligation Authority.

Examples of STBG Split Comparisons by Funding Method and Population Split

Attachment 2

Funding Method	Transportation Management Area (over 200,000 population)	Large Urban (50,000 to 200,000 population)	Small Urban (5,000 to 199,999 population)	Rural (less than 5,000 population)	Anywhere in the State/ State Total
FY2022 Federal Highway Administration Appropriations	\$11,058,279	\$13,982,675	\$7,914,036	\$16,617,650	\$35,512,759
Current ITD Board Policy 4028	\$11,100,000	\$11,299,000*		\$22,362,000	\$40,334,000
Proposed ITD Board Policy 4028	\$11,100,000	\$9,000,000	\$5,050,000	\$21,150,000	\$38,785,000
<b>Population Split</b>					
1990 Population	0	278,200	242,636	485,913	1,006,749
1990 Population Percentage	52%		48%		100%
2010 Population**	349,684	442,159	250,257	525,482	1,567,582
2010 Population Percentage**	66%		34%		100%

All amounts are estimated based on FY2022 splits and shown as federal portion only (no local match included).

\*Current policy combines Large Urban and Small Urban funds and rounds estimates.

\*\*The urbanized boundary population numbers are not yet released for the 2020 Census.



BONNEVILLE  
METROPOLITAN  
PLANNING  
ORGANIZATION



December 9, 2022

Mr. Bill Moad, Chair, Idaho Transportation Board  
Idaho Transportation Department  
P.O. Box 7129  
Boise, Idaho 83707-1129

**RE: IT Board Policy 4028 and 4028S**

Dear Chairman Moad,

We, the undersigned Directors of Idaho's five metropolitan planning organizations, urge the Idaho Transportation Board to reject the proposed changes to Board Policy 4028 and Board Policy 4028S as recommended by the Subcommittee on Policies during the November 17, 2022, Idaho Transportation Board Meeting.

The stated purpose of the Idaho Transportation Board's directive to staff to review Board Policy 4028 was to realign the policy with its original "spirit" and "intent of an equitable share between Urban areas based on population."<sup>1</sup> The recommended policy changes presented during the November Board Meeting not only fail to accomplish that goal, but in fact exacerbate the inequities already present under the currently adopted method of distribution to local public agencies.

Board Policy 4028 is woefully outdated, misaligned with federal guidance, and demonstrably deficient at adequately addressing Idaho's transportation funding needs. The proposed changes make only minor adjustments without fixing the policy's most fundamental flaws.

Board Policy 4028 was originally created based on data from the 1990 Census. Clearly, Idaho's demography and transportation system have changed tremendously during the last 32 years. In 1990, the ratio of urban to rural populations was 48% rural and 52% urban. As of 2019, the ratio has changed to 33% rural and 67% urban. As Idaho grows, more and more cities' populations will exceed 5,000, thus moving from rural to urban, thereby expanding the already inequitable distribution of funds.<sup>2</sup>

Furthermore, Board Policy 4028 pre-dates the designation of the Boise Urbanized Area as a Transportation Management Area (TMA). Including the Boise TMA under the urban share results in further dilution of distributions made available to other urban areas. Given that the TMA is funded separately and at a level required by federal law,<sup>3</sup> we recommend that the TMA's direct allocation be deducted prior to dividing funds among other urbanized areas.

Taken together, the failures of Board Policy 4028 to account for significant changes in both federal policy and population growth produces a highly inequitable distribution of funds between

<sup>1</sup> November 17, 2022, Idaho Transportation Board Meeting Packet Agenda Item: Policy Change/Update to Board Policy 4028 and Board Policy 4028S, page 83

<sup>2</sup> Table 1: Comparison of STBG Apportionments to Population Share under Current Board Policy 4028, attached below

<sup>3</sup> 23 U.S.C. 133(e)



rural and urban areas, wherein the ratio of rural to urban per capita funding is nearly two-to-one.<sup>4</sup>

The Infrastructure Investment and Jobs Act (IIJA) updated the requirements of the Surface Transportation Block Grant program, including the implementation of the new 2020 Census definitions of urbanized areas, namely the specification of large and small urbanized areas.

To implement the new Census definitions of urbanized areas, the IIJA requires that “[p]rior to obligating funds attributed to an area of this type, the State must consult with the metropolitan planning organizations that represent the areas and describe how funds allocated for the areas will be allocated equitably among the applicable urbanized areas.”<sup>5</sup> Given the structural inequities described above, the recommended updates to Board Policy 4028 fail to satisfy the spirit of these requirements.<sup>6</sup> We implore the members of the Idaho Transportation Board to engage in further consultation with Idaho’s metropolitan planning organizations to produce a more equitable allocation among urbanized areas.<sup>7</sup>

To remedy the shortcomings with Board Policy 4028, we request that Board Policy 4028 be updated to conform with federal guidance regarding the distribution of Surface Transportation Block Grant (STBG) program funds. The Federal Highway Administration publishes apportionment tables each fiscal year that specify the distribution of STBG funds and the specific suballocations to areas of the State based on their relative share of the State’s population.<sup>8</sup> Updating Board Policy 4028 to follow federal guidance will ensure that the distribution formula remains up to date as Idaho continues to grow.

To maintain an equitable split amongst rural and urban areas overall, rural funding could then be matched to the urban amount by using funds available to any area of the state. Given that the current review of Board Policy 4028 began more than a year ago, it’s clear that all stakeholders would benefit greatly from obviating the need to revisit this issue in the future.

If the Idaho Transportation Board or ITD Staff have any questions about our concerns or this request, please contact Glenn Miles, Executive Director of the Kootenai Metropolitan Planning Organization, at 208-930-4164 or gmiles@kmpo.net. We appreciate your consideration of these comments.

Sincerely,



MORI BYINGTON, Director  
Bannock Transportation Planning Organization



DARRELL WEST, Director  
Bonneville Metropolitan Planning Organization

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<sup>4</sup>See Table 2: Comparison of STBG Apportionments to Population Share under Proposed Update to Board Policy 4028 attached below

<sup>5</sup> 23 U.S.C. 133(d)(3)(A)

<sup>6</sup> See Table 3: Comparison of LPA Distributions to Population Share under Proposed Update to Board Policy 4028 attached below

<sup>7</sup> “*Consultation* means that one party confers with another identified party and, prior to taking action(s), considers that party’s views.” 23 CFR 470.103 “*Consultation*”

<sup>8</sup> Revised Fiscal Year (FY) 2022 Supplementary Tables – Apportionments Pursuant to the Infrastructure investment and Jobs Act [https://www.fhwa.dot.gov/legsregs/directives/notices/n4510868/n4510868\\_t9.cfm](https://www.fhwa.dot.gov/legsregs/directives/notices/n4510868/n4510868_t9.cfm)



MATTHEW J. STOLL, Executive Director  
Community Planning Association of  
Southwest Idaho



GLENN MILES, Executive Director  
Kootenai Metropolitan Planning Organization



SHANNON GROW, Director  
Lewis-Clark Valley Metropolitan Planning  
Organization

c: Idaho Transportation Board Members  
Idaho MPO Directors

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**Table 1: Comparison of STBG Apportionments to Population Share under Current Board Policy 4028**

<b>Area</b>	<b>Population (2019)</b>	<b>Relative Share of Statewide Population</b>	<b>FY2021 ITD Apportionment (STBG)</b>	<b>Per Capita Spending</b>
Urban + TMA (Total Over 5,000)	1,189,977	66.59%	\$18,174,455	\$15.27
TMA (200,000+)	407,550	22.81%	\$10,020,324*	\$24.58
Urban (5,000-200,000)	782,427	43.78%	\$8,154,131	\$10.42
Rural (Less than 5,000)	597,088	33.41%	\$18,174,455**	\$30.44

\*TMA apportionment set by federal law

\*\*Prior to rural exchange of \$5 million federal for \$4 million state

**Table 2: Comparison of STBG Apportionments to Population Share under Proposed Update to Board Policy 4028**

<b>Area</b>	<b>Population (2019)</b>	<b>Relative Share of Statewide Population</b>	<b>FY2023 ITD Apportionment (STBG) Pre-AUA</b>	<b>FY2023 ITD Apportionment (STBG) Post-AUA</b>	<b>Per Capita Spending Post-AUA</b>
Urban + TMA (Total Over 5,000)	1,189,977	66.59%	\$21,170,000	\$25,170,000	\$21.15
TMA (200,000+)	407,550	22.81%	\$11,100,000*	\$11,100,000*	\$27.24
Large Urban (50,000-200,000)	556,960	31.17%	\$6,400,000	\$9,000,000	\$16.16
Small Urban (5,000-49,999)	225,467	12.62%	\$3,650,000	\$5,050,000	\$22.34
Small Urban + Large Urban (5,000-200,000)	782,427	43.78%	\$10,050,000	\$14,050,000	\$17.96
Rural (Less than 5,000)	597,088	33.41%	\$21,170,00	\$21,170,000	\$35.46

\*TMA apportionment set by federal law

**Table 3: Comparison of LPA Distributions to Population Share under Proposed Update to Board Policy 4028**

<b>Area</b>	<b>Population (2019)</b>	<b>Relative Share of Statewide Population</b>	<b>Relative Share of LPA Distribution Post-AUA</b>	<b>Per Capita Spending Post-AUA</b>
Urban + TMA (Total Over 5,000)	1,189,977	66.59%	55.35%	\$21.15
TMA (200,000+)	407,550	22.81%	23.97%	\$27.24
Large Urban (50,000-200,000)	556,960	31.17%	19.44%	\$16.16
Small Urban (5,000-49,999)	225,467	12.62%	11.94%	\$22.34
Small Urban + Large Urban (5,000-200,000)	782,427	43.78%	31.38%	\$17.96
Rural (Less than 5,000)	597,088	33.41%	45.72%	\$35.46

## OCTOBER 2022 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="310 212 1019 243"><b>UPWP Budget Development and Monitoring</b></p> <p data-bbox="1300 247 1511 275" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 285 1487 520" style="list-style-type: none"> <li>• Shepherded the FY2023 UPWP through the approval process by Idaho Transportation Department, Federal Transit Administration, and Federal Highway Administration.</li> <li>• Processed and tracked revenues and expenditures associated with Revision 4 of the FY2022 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and Daily Digest.</li> </ul>
620	<p data-bbox="310 533 1052 564"><b>DEMOGRAPHICS AND GROWTH MONITORING</b></p> <p data-bbox="1130 569 1511 596" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 606 1487 808" style="list-style-type: none"> <li>• Completed 16 development checklists.</li> <li>• Presented the COMPASS Development Review Process to the Regional Transportation Advisory Committee for discussion on October 26, 2022.</li> <li>• Met with the City of Middleton's planning staff to share about the COMPASS Fiscal Impact Tool on October 24, 2022.</li> <li>• Developed additional processes to help consolidate and clean permit data.</li> </ul>
653	<p data-bbox="310 821 889 852"><b>COMMUNICATION AND EDUCATION</b></p> <p data-bbox="1349 856 1511 884" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="331 894 1511 1228" style="list-style-type: none"> <li>• Posted on COMPASS' social media channels: Facebook (21 posts), Twitter (15), Instagram (17), LinkedIn (1), and Nextdoor (5).</li> <li>• Updated the current COMPASS website.</li> <li>• Held a meeting on October 25, 2022, with the Leadership in Motion selection committee to select 2022 recipients.</li> <li>• Wrote and distributed the Keeping Up With COMPASS newsletter.</li> <li>• Completed the FY2022 COMPASS outreach summary and FY2023 COMPASS budget summary.</li> <li>• Began to develop the COMPASS FY2022 annual report and FY2023 member benefits handouts.</li> </ul>
661	<p data-bbox="310 1241 716 1272"><b>LONG-RANGE PLANNING</b></p> <p data-bbox="1252 1276 1511 1304" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="331 1314 1503 1948" style="list-style-type: none"> <li>• Closed a public comment period on the draft <i>Communities in Motion 2050</i> (CIM 2050) plan on October 16, 2022. Hosted an open house as part of the CIM 2050 public comment period on October 5, 2022, at the Boise Public Library at Hillcrest.</li> <li>• Responded to public comments and updated draft CIM 2050 web pages, project lists, and technical documents to address comments received and update factual information that changed during the public comment period.</li> <li>• Continued developing the workplan for the next <i>Communities in Motion</i> long-range transportation plan.</li> <li>• Submitted a Federal Highway Administration (FHWA)-requested article on the COMPASS Data Bike for inclusion in FHWA's "Fostering Multimodal Connectivity" newsletter.</li> <li>• Selected a consultant team to assist with the development of the Regional Housing Coordination Plan.</li> <li>• Held a Public Transportation Workgroup meeting on October 18, 2022.</li> <li>• Began a public comment period on additions to the project list for CIM 2050 on October 25, 2022.</li> <li>• Completed first draft of the 2022 Change in Motion Scorecard.</li> </ul>

PROGRAM NO.	
685	<p data-bbox="310 163 915 197"><b>RESOURCE DEVELOPMENT/FUNDING</b></p> <p data-bbox="1273 201 1515 235" style="text-align: right;"><b>TONI TISDALE</b></p> <ul data-bbox="331 239 1498 1507" style="list-style-type: none"> <li>• Met with the City of Nampa and consultant, Keller Associates, on October 4, 2022, to discuss the contract for the Historic Downtown Master Plan project.</li> <li>• Met with the David Lincoln of Western Alliance on October 4, 2022, to discuss grant programs and rural agency involvement.</li> <li>• Hosted a meeting for local projects sponsors on October 6, 2022, to discuss projects and programming.</li> <li>• Worked with ITD in submitting a Reconnecting Communities Pilot Program grant for planning improvements on Chinden (US 20/26) in Garden City on October 11, 2022. COMPASS was the lead in grant writing for the application.</li> <li>• Opened Phase I Applications on Wednesday, October 19, 2022, applications are due Tuesday, December 6, 2022.</li> <li>• Met with Idaho Transportation Department staff to discuss funding allocations in the Carbon Reduction Program on October 19, 2022.</li> <li>• Began a public comment period on an amendment to the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs (TIPs) on October 25, 2022.</li> <li>• Met with Living Independently Network Corporation to discuss accessibility and compliance issues while exploring grant partnership opportunities on Thursday, October 27, 2022.</li> <li>• Held the first quarterly Grant Resource Alignment Workgroup meeting on October 27, 2022.</li> <li>• Met with Idaho Power and the Clean Cities Coalition to discuss electric vehicle infrastructure and regional planning efforts for future power demands related to electric vehicles on Thursday, October 27, 2022.</li> <li>• Sent a Funding News email with 25 funding opportunities on October 31, 2022.</li> <li>• Prepared and processed one amendment for the FY2022-2028 TIP.</li> <li>• Continued to develop the FY2023-2029 TIP.</li> <li>• Established new consultant scope of work and contracting agreements and scheduled scoping meetings for FY2023 Communities in Motion Implementation grants and Project Development Program projects.</li> <li>• Organized and led "Member Outreach" Meetings throughout the month of October with the following member agencies: ACHD; Ada County; Canyon Highway District; Cities of Greenleaf, Melba, Meridian, Middleton, and Parma.</li> </ul>
701	<p data-bbox="310 1541 867 1575"><b>GENERAL MEMBERSHIP SERVICES</b></p> <p data-bbox="1117 1579 1515 1612" style="text-align: right;"><b>MARY ANN WALDINGER</b></p> <ul data-bbox="331 1617 1490 1824" style="list-style-type: none"> <li>• Participated in a quarterly meeting with Valley Regional Transit staff on October 14, 2022.</li> <li>• Participated in a quarterly meeting with Ada County Highway District staff on October 14, 2022.</li> <li>• Participated in a quarterly meeting with City of Nampa staff on October 20, 2022.</li> </ul>

PROGRAM NO.	
702	<p data-bbox="310 163 719 197"><b>AIR QUALITY OUTREACH</b></p> <p data-bbox="1349 201 1515 235" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="331 237 1510 373" style="list-style-type: none"> <li>• Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board.</li> <li>• Prepared for the winter outreach campaign, which will run December 2022 – February 2023.</li> </ul>
703	<p data-bbox="310 373 607 407"><b>PUBLIC SERVICES</b></p> <p data-bbox="1130 411 1515 445" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 447 1510 695" style="list-style-type: none"> <li>• Responded to questions from the public.</li> <li>• Completed one special model run for proposed developments – located in Canyon County, bringing the total for the 2023 fiscal year to 1.</li> <li>• Evaluated 15 submittals for the University Transportation Centers (UTC) program to support US DOT’s competitive grant program and participated in the consensus meeting.</li> <li>• Responded to public requests for data and maps.</li> </ul>
704	<p data-bbox="310 695 756 728"><b>AIR QUALITY OPERATIONS</b></p> <p data-bbox="1300 732 1515 766" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 768 1403 873" style="list-style-type: none"> <li>• Presented draft FY2023 Budget to Air Quality Board for approval.</li> <li>• Provided general support for emission testing notification, billing, and payment cycles.</li> </ul>
705	<p data-bbox="310 905 943 938"><b>TRANSPORTATION LIAISON SERVICES</b></p> <p data-bbox="1308 942 1515 976" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 978 1510 1650" style="list-style-type: none"> <li>• Attended a City of Meridian Transportation Commission meeting on October 3, 2022.</li> <li>• Presented “Rail in the Treasure Valley” to the City of Meridian’s Transportation Commission meeting on October 3, 2022.</li> <li>• Attended the ACHD Bicycle Advocacy Committee meeting on Monday, October 3, 2022.</li> <li>• Attended the ACHD Pedestrian Advocacy Group meeting on Wednesday, October 10, 2022.</li> <li>• Attended Idaho Housing and Finance Association Housing Roundtable on October 18, 2022.</li> <li>• Attended the Idaho Transportation Department District 3 Public Transportation Provider group meeting on October 19, 2022.</li> <li>• Attended the Idaho Transportation Board meeting on October 20, 2022.</li> <li>• Attended the Association of Canyon County Highway Districts quarterly meeting on October 20, 2022.</li> <li>• Hosted a Foundation for Ada and Canyon Trail Systems (FACTS) meeting on October 26, 2022.</li> <li>• Attended a Boise Chamber of Commerce Transportation Committee meeting on October 27, 2022.</li> </ul>

PROGRAM NO.	
760	<p data-bbox="310 163 695 195"><b>GOVERNMENT AFFAIRS</b></p> <p data-bbox="1300 201 1507 233" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 237 1495 520" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored proposed rulemaking to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.</li> </ul>
801	<p data-bbox="310 552 667 583"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1300 590 1511 621" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="310 625 1503 1224" style="list-style-type: none"> <li>• Attended the Idaho Chapter's American Planning Association (APA) Conference on October 5 – 7, 2022.</li> <li>• Presented the 'Data in Active Transportation Planning' walking tour of the Greenbelt at the Idaho APA Conference.</li> <li>• Attended a webinar regarding the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula funds on October 18, 2022.</li> <li>• Attended Boise State University's Project Management Program on October 19 - 20, 2022.</li> <li>• Attended "TOD for All: Planning for 1 Million New People Near Transit" webinar, hosted by the Puget Sound Regional Council on October 21, 2022.</li> <li>• Attended the Idaho Transportation Department's Public Transportation Summit on October 25 – 27, 2022.</li> <li>• Attended the National Association of Regional Councils' Executive Directors' Conference, October 17 – 19, 2022, in Kansas City, MO.</li> <li>• Attended the Association of Metropolitan Planning Organizations (AMPO) National Conference, October 25 - 27, 2022, in Minneapolis, MN.</li> </ul>
820	<p data-bbox="310 1224 672 1255"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1300 1262 1511 1293" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 1297 1433 1371" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>
836	<p data-bbox="310 1371 899 1402"><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p data-bbox="1130 1409 1511 1440" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 1444 1503 1791" style="list-style-type: none"> <li>• Provided "off the shelf" model runs and other technical assistance to member agencies.</li> <li>• Completed the new person-trip generation tables (cross-classification tables using household size and income group – first time using income), began developing trip length frequency curves, and finished summarizing the vehicle occupancy by county by trip purpose by time of day.</li> <li>• Provided additional modeling support to City of Nampa on the Robinson Road corridor study.</li> <li>• Provided several model runs and select link analyses to ITD's consultant working on the I-84 Auxiliary Lane Study.</li> </ul>
842	<p data-bbox="310 1791 935 1822"><b>CONGESTION MANAGEMENT PROCESS</b></p> <p data-bbox="1211 1829 1511 1860" style="text-align: right;"><b>HUNTER MULHALL</b></p> <ul data-bbox="331 1864 1474 1938" style="list-style-type: none"> <li>• Reviewed final drafts of the Case Study and Analysis Summary memos for the HOV addendum to the I-84 Corridor Operations Plan.</li> </ul>

PROGRAM NO.	
860	<p data-bbox="310 163 1515 233"><b>GEOGRAPHICAL INFORMATION SYSTEM (GIS) MAINTENANCE</b> <b>ERIC ADOLFSON</b></p> <ul data-bbox="358 237 1515 835" style="list-style-type: none"> <li>• Repaired Traffic Counts and Traffic Trends web maps.</li> <li>• Finalized GIS work for Reconnecting Communities Grant.</li> <li>• Conducted walking tour of Greenbelt for APA Conference.</li> <li>• Finalized GIS portion of Change in Motion Report.</li> <li>• Attended GISPro conference in Boise.</li> <li>• Conducted 6" orthophoto QC for 2022 Compass Orthophotography Project.</li> <li>• Began Idaho Department of Labor data acquisition process.</li> <li>• Provided contour data to Eagle.</li> <li>• Provided traffic volume data for Caldwell Area Transportation Plan for CHD4 and Caldwell.</li> <li>• Updated DNS records of Regional Data Center to process requests to the Regional Database more efficiently and eliminate downtime.</li> <li>• Processed orthophotography and contour requests.</li> <li>• Created online mapping application for Reconnecting Communities Grant Application.</li> <li>• Received easement data for future pathway planning from the Idaho Department of Lands.</li> </ul>
991	<p data-bbox="310 835 1515 905"><b>SUPPORT SERVICES LABOR</b> <b>MEG LARSEN</b></p> <ul data-bbox="358 909 1515 1050" style="list-style-type: none"> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> <li>• Facilitated preliminary field work for the FY2022 audit.</li> <li>• Continued work to migrate the COMPASS website to a new platform.</li> </ul>

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## NOVEMBER 2022 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p><b>UPWP Budget Development and Monitoring</b></p> <p style="text-align: right;"><b>MEG LARSEN</b></p> <ul style="list-style-type: none"> <li>• Completed end-of-year work for FY2022 and began development of Revision 1 of the FY2023 UPWP.</li> <li>• Processed and tracked revenues and expenditures associated with Revision 4 of the FY2022 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and Daily Digest.</li> </ul>
620	<p><b>DEMOGRAPHICS AND GROWTH MONITORING</b></p> <p style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul style="list-style-type: none"> <li>• Completed 16 development checklists, for a total of 32 in Fiscal Year 2023.</li> <li>• Presented the draft Development Review Policy to the Demographic Advisory Workgroup on November 4, 2022.</li> <li>• Met with the Cities of Meridian, Greenleaf, Middleton, and Eagle; as well as the Ada County Highway District to discuss changes to the Development Review Checklist and draft Policy.</li> <li>• Met with Andy Meyer from Ohio-Kentucky-Indiana Regional Council of Governments (OKI) to discuss their Fiscal Impact Tool on November 28, 2022.</li> <li>• Met with City of Wilder consultant to discuss findings of fiscal impact analysis for the Osborne Park development November 29, 2022.</li> </ul>
653	<p><b>COMMUNICATION AND EDUCATION</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>• Presented the revised Development Review Checklist to the Public Participation Workgroup on November 4, 2022.</li> <li>• Posted on COMPASS' social media channels: Facebook (17 posts), Twitter (17), Instagram (17), LinkedIn (1), and Nextdoor (1).</li> <li>• Updated the current COMPASS website.</li> <li>• Prepared for the December 19, 2022, Leadership in Motion awards presentation.</li> <li>• Wrote the Keeping Up With COMPASS newsletter.</li> <li>• Continued to update COMPASS FY2018-2022 member benefits handouts.</li> <li>• Continued work on the FY2022 annual report.</li> <li>• Tracked COMPASS-related issues in the news media; issued one news release and responded to one request for information.</li> <li>• Provided internal COMPASS staff presentation training to new employees on November 16, 2022.</li> <li>• Met with a potential new Public Participation Workgroup member on November 30, 2022.</li> </ul>

PROGRAM NO.	
661	<p data-bbox="305 163 716 197"><b>LONG-RANGE PLANNING</b></p> <p data-bbox="1256 201 1511 235" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="331 239 1511 940" style="list-style-type: none"> <li>• Closed a public comment period on three additional funded projects for the draft <i>Communities in Motion 2050</i> (CIM 2050) plan on November 8, 2022.</li> <li>• Continued to format/prepare the CIM 2050 website and plan documents for Board adoption.</li> <li>• Continued developing the workplan for the next <i>Communities in Motion</i> long-range transportation plan.</li> <li>• Continued to work with the consultant team on the development of the Regional Housing Coordination Plan.</li> <li>• Hosted a Planning and Environmental Linkages Workgroup meeting on November 15, 2022.</li> <li>• Met with the Indianapolis MPO to discuss their transit funding referendum on November 28, 2022.</li> <li>• Deployed the data bike on Stoddard Pathway in Nampa on November 11, 2022.</li> <li>• Met with City of Boise Parks Department on November 14 to discuss additional pedestrian/bicycle counter locations and data sharing between agencies.</li> <li>• Created groups in Basecamp platform to allow for webinar and file sharing amongst Foundation for Ada and Canyon Trail Systems (FACTS) and Active Transportation Workgroup members.</li> </ul>
685	<p data-bbox="305 940 915 974"><b>RESOURCE DEVELOPMENT/FUNDING</b></p> <p data-bbox="1273 978 1511 1012" style="text-align: right;"><b>TONI TISDALE</b></p> <ul data-bbox="331 1016 1511 2001" style="list-style-type: none"> <li>• Hosted a quarterly meeting for project coordination with staff from Ada County Highway District (ACHD) Commuteride, Idaho Transportation Department (ITD) (public transportation), and Valley Regional Transit on November 2, 2022.</li> <li>• Prepared for and hosted the Urban Balancing Committee and Federal Transit Administration Balancing Committee on November 3, 2022.</li> <li>• Met with ITD staff on November 8, 2022, to discuss issues related to competitive grants needing approval from the State of Idaho's Division of Financial Management prior to application.</li> <li>• Hosted the kickoff meeting for the City of Boise's Eagle Road Project Development Program project on November 17, 2022.</li> <li>• Hosted the kickoff meeting for the City of Star's Greenbelt Planning Project Development Program project on November 21, 2022.</li> <li>• Attended the City of Nampa's staff kickoff and coordination meeting for the city's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant on November 22, 2022.</li> <li>• Hosted the kickoff meeting for the City of Nampa's Downtown Master Plan Project Development Program project on November 22, 2022.</li> <li>• Sent a Funding News email with 25 funding opportunities on November 23, 2022.</li> <li>• Organized and led "Member Outreach" Meetings throughout the month of November with the following member agencies: Boise State University; Capital City Development Corporation; the Cities of Boise, Caldwell, Eagle, Garden City, Kuna, Nampa, Notus, Star, and Wilder; and Valley Regional Transit.</li> <li>• Provided letters of support for the City of Nampa's Strengthening Mobility and Revolutionizing Transportation (SMART) and Advanced Transportation Technology and Innovation (ATTAIN) applications.</li> </ul>

PROGRAM NO.	
	<ul style="list-style-type: none"> <li>• Prepared one staff administrative modification for the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs (TIPs).</li> <li>• Finalized and submitted the FY2023-2029 TIP.</li> </ul>
701	<p><b>GENERAL MEMBERSHIP SERVICES</b></p> <p style="text-align: right;"><b>MARY ANN WALDINGER</b></p> <ul style="list-style-type: none"> <li>• Participated in a quarterly meeting with Idaho Transportation Department District 3 staff on November 15, 2022.</li> </ul>
702	<p><b>AIR QUALITY OUTREACH</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>• Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board.</li> <li>• Completed final preparations for the winter outreach campaign, which will run December 2022 – February 2023.</li> </ul>
703	<p><b>PUBLIC SERVICES</b></p> <p style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul style="list-style-type: none"> <li>• Responded to questions from the public.</li> <li>• Completed four special model runs for proposed developments – all located in Ada County, bringing the total for the 2023 fiscal year to 5.</li> <li>• Responded to public requests for data and maps.</li> </ul>
704	<p><b>AIR QUALITY OPERATIONS</b></p> <p style="text-align: right;"><b>MEG LARSEN</b></p> <ul style="list-style-type: none"> <li>• Provided general support for emission testing notification, billing, and payment cycles.</li> </ul>
705	<p><b>TRANSPORTATION LIAISON SERVICES</b></p> <p style="text-align: right;"><b>MATT STOLL</b></p> <ul style="list-style-type: none"> <li>• Attended a City of Meridian Transportation Commission meeting on November 7, 2022.</li> <li>• Presented “Transportation Planning in the Treasure Valley” to Boise State University classes on November 9 and 11, 2022.</li> <li>• Attended the ACHD Bicycle Advocacy Committee meeting on Monday, November 7, 2022.</li> <li>• Attended the ACHD ADA Advisory Committee meeting on Tuesday, November 8, 2022.</li> <li>• Attended VRT’s Regional Transportation Team Kickoff Meeting on November 9, 2022.</li> <li>• Attended the ACHD Pedestrian Advocacy Group meeting on Thursday, November 17, 2022.</li> <li>• Attended the Idaho Transportation Board meeting on November 17, 2022.</li> <li>• Participated in FHWA Role of Operations in Complete Streets virtual roundtable November 18, 2022.</li> <li>• Attended the Fall 2022 Treasure Valley Land Use Conversation on November 22, 2022.</li> <li>• Attended VRT’s Beyond ADA Steering Committee Meeting on November 29, 2022.</li> <li>• Hosted a Foundation for Ada and Canyon Trail Systems (FACTS) meeting on November 30, 2022.</li> <li>• Attended a Boise Chamber of Commerce Transportation Committee meeting on November 17, 2022.</li> </ul>

PROGRAM NO.	
760	<p data-bbox="310 163 695 197"><b>GOVERNMENT AFFAIRS</b></p> <p data-bbox="1263 201 1507 235" style="text-align: right;"><b>JACOB MILLER</b></p> <ul data-bbox="331 239 1495 1012" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored proposed rulemaking to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.</li> <li>• Attended the Meridian Chamber of Commerce Elected Officials Business After Hours Reception on November 17, 2022</li> <li>• Met with Representatives James Petzke and Jeff Ehlers on November 17, 2022.</li> <li>• Met with Representative James Holtzclaw on November 19, 2022.</li> <li>• Attended the Association of Idaho Cities Legislative Summit on November 29, 2022.</li> <li>• Attended the Associated Taxpayers of Idaho Annual Conference on November 30, 2022.</li> <li>• Attended the Idaho Legislative Advisors New Legislator Welcome Reception on November 30, 2022.</li> <li>• Attended the Boise Metro Chamber of Commerce Elected Officials Holiday Reception on November 30, 2022.</li> <li>• Met with Representative Julie Yamamoto on November 30, 2022.</li> </ul>
801	<p data-bbox="310 1045 667 1079"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1295 1083 1511 1117" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="310 1121 1495 1717" style="list-style-type: none"> <li>• Attended the Rail~Volution Conference in Miami, FL from October 30 – November 2, 2022.</li> <li>• Attended the Grant Summit annual conference, hosted by the Grant Professionals Association from November 2 to 5, 2022, in Louisville, KY.</li> <li>• Attended “Emerging Trends in Idaho Real Estate,” hosted by ULI in Boise on November 10, 2022.</li> <li>• Attended an informal training hosted by ITD environmental department staff regarding the National Environmental Policy Act on November 14, 2022, to provide a background on regulations for future grants.</li> <li>• Attended the “Getting to know Census Transportation Planning Products” program, hosted by AASHTO on November 16, 2022.</li> <li>• Attended the “Strong Towns Academy: Go or No-Go? Doing the Math on New Projects” training on November 23, 2022.</li> <li>• Attended “Making Targets Matter” peer exchange virtually on November 29, 2022.</li> <li>• Participated in internal COMPASS presentation training on November 16, 2022.</li> </ul>
820	<p data-bbox="310 1724 672 1757"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1295 1761 1511 1795" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 1799 1430 1860" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>

PROGRAM NO.	
836	<p style="text-align: right;"><b>MARYANN WALDINGER</b></p> <p><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <ul style="list-style-type: none"> <li>• Provided “off the shelf” model runs and other technical assistance to member agencies.</li> <li>• Refined the external trip estimates and began testing trip length frequency curves as part of model calibration work.</li> <li>• Provided additional modeling support and analysis to City of Nampa on the Robinson Road corridor study.</li> <li>• Processed nearly 400 traffic counts taken and provided by ACHD to update the regional online traffic count map.</li> <li>• Set up the online map, established the review process, reached out to each of the members, and met with City of Nampa and Nampa Highway District as part of the Canyon County Planning Functional Classification Map update. Comments have been received from Caldwell, Greenleaf, Middleton, and Wilder.</li> </ul>
842	<p style="text-align: right;"><b>HUNTER MULHALL</b></p> <p><b>CONGESTION MANAGEMENT PROCESS</b></p> <ul style="list-style-type: none"> <li>• Briefed ITD and COMPASS leadership on case studies memo and technical analysis for the HOV addendum to the I-84 Corridor Operations Plan.</li> <li>• Worked with ITD to develop a target for the Person Hours of Excessive Delay (PHED) per capita federal performance measure.</li> </ul>
860	<p style="text-align: right;"><b>ERIC ADOLFSON</b></p> <p><b>GEOGRAPHICAL INFORMATION SYSTEM (GIS) MAINTENANCE</b></p> <ul style="list-style-type: none"> <li>• Provided data to COMPASS member agencies.</li> <li>• Continued software and operating system update of Regional Data Center server architecture.</li> <li>• Provided mapping and data support on Long Range Functional Class update effort.</li> <li>• Transitioned web mapping services to ArcPro as part of update of architecture.</li> <li>• Organized structure of web services mapping files to enable better maintenance in the future.</li> <li>• Updated Canyon County database to enable auto update of files.</li> <li>• Updated new TAZ boundaries and data files to better fit the Travel Demand Model needs.</li> <li>• Completed 7-8 Contour and imagery data orders.</li> <li>• Received 2021 crash data and began processing for addition to the regional crash data dataset.</li> </ul>
991	<p style="text-align: right;"><b>MEG LARSEN</b></p> <p><b>SUPPORT SERVICES LABOR</b></p> <ul style="list-style-type: none"> <li>• Facilitated work for the FY2022 financial audit.</li> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> <li>• Continued to develop a new COMPASS website.</li> </ul>

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## COMPASS BOARD OF DIRECTORS AGENDA ITEM VI-B

Date: December 19, 2022

### Topic: Status Report – October Air Quality Data

#### Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for October 2022 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

#### October 2022 Air Quality Data:

In October 2022, the Idaho Department of Environmental Quality reported 16 days in the “moderate” air quality category. The remaining 15 days were in the “healthy” category.

The pollutants that triggered the “moderate” conditions are listed below; descriptions can be found on page 3.

#### *Moderate:*

- 4 days were attributable to coarse particulate matter (PM<sub>10</sub>) recorded in Canyon County and fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- 3 days were attributable PM<sub>2.5</sub> recorded in both counties.
- 3 days were attributable to PM<sub>10</sub> and PM<sub>2.5</sub> recorded in Canyon County.
- 2 days were attributable to PM<sub>10</sub> and PM<sub>2.5</sub> recorded in both counties.
- 2 days were attributable to PM<sub>10</sub> recorded in Canyon County.
- 1 day was attributable PM<sub>2.5</sub> recorded in Ada County.
- 1 day was attributable PM<sub>2.5</sub> recorded in Canyon County.

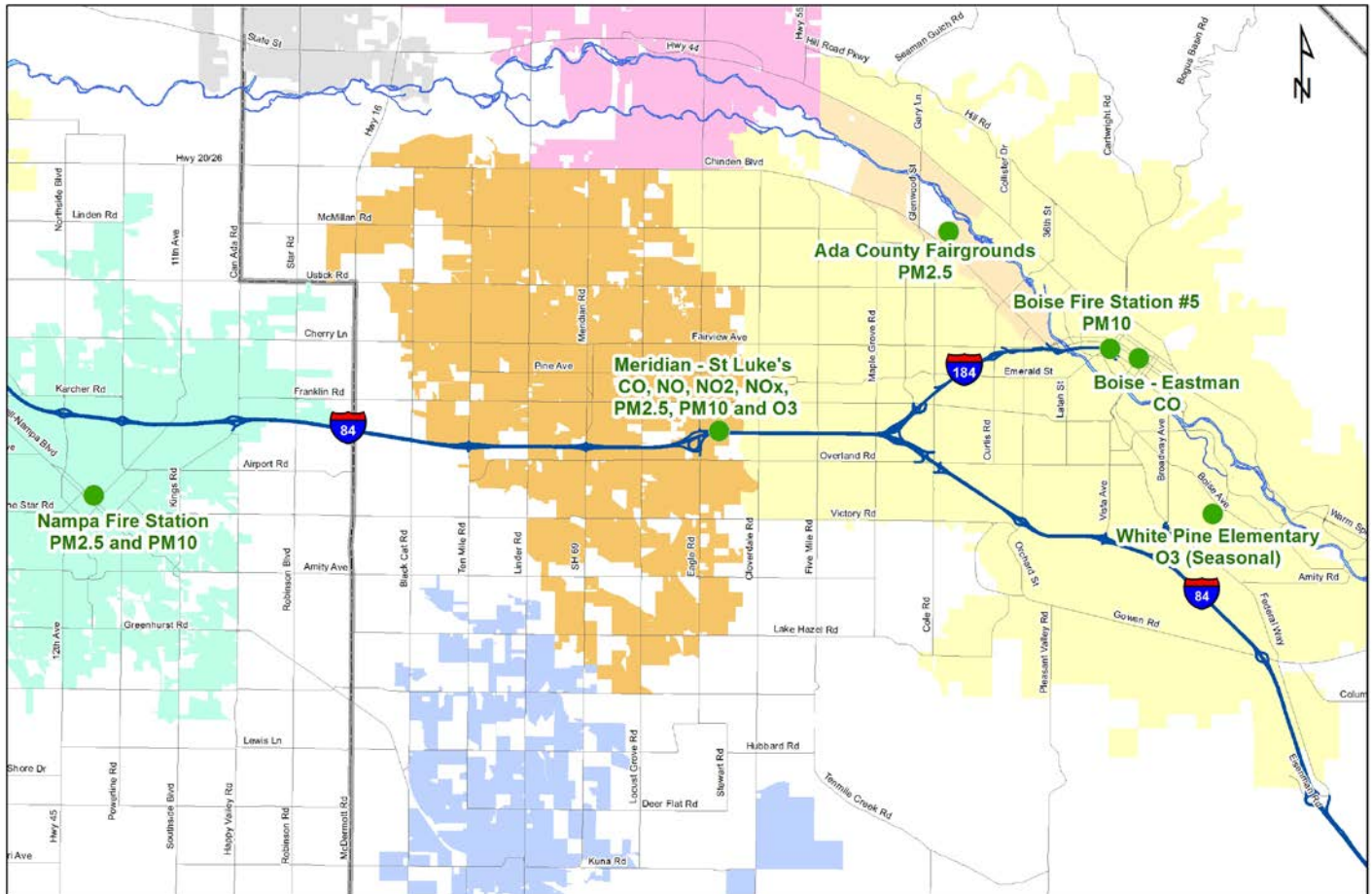
#### Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 1, 2012.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	171	123	10	304

Note: 2012, 2016, and 2020 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

## Pollutant Descriptions

<b>Carbon Monoxide (CO)</b>	A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
<b>Oxides of nitrogen (NO<sub>x</sub>)</b>	NO <sub>x</sub> is a generic term for mono-nitrogen oxides NO and NO <sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. They are precursors (building blocks) of ozone.
<b>Ozone (O<sub>3</sub>)</b>	A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO <sub>x</sub> combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
<b>PM<sub>2.5</sub></b>	Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
<b>PM<sub>10</sub></b>	Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

### More Information:

- 1) For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or [mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org)
- 2) For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or [Michael.Toole@deq.idaho.gov](mailto:Michael.Toole@deq.idaho.gov)

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## COMPASS BOARD OF DIRECTORS AGENDA ITEM VI-B

Date: December 19, 2022

### Topic: Status Report – November Air Quality Data

#### Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for November 2022 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

#### November 2022 Air Quality Data:

In November 2022, the Idaho Department of Environmental Quality reported 15 days in the “moderate” air quality category. The remaining 15 days were in the “healthy” category.

The pollutants that triggered the “moderate” conditions are listed below; descriptions can be found on page 3.

#### *Moderate:*

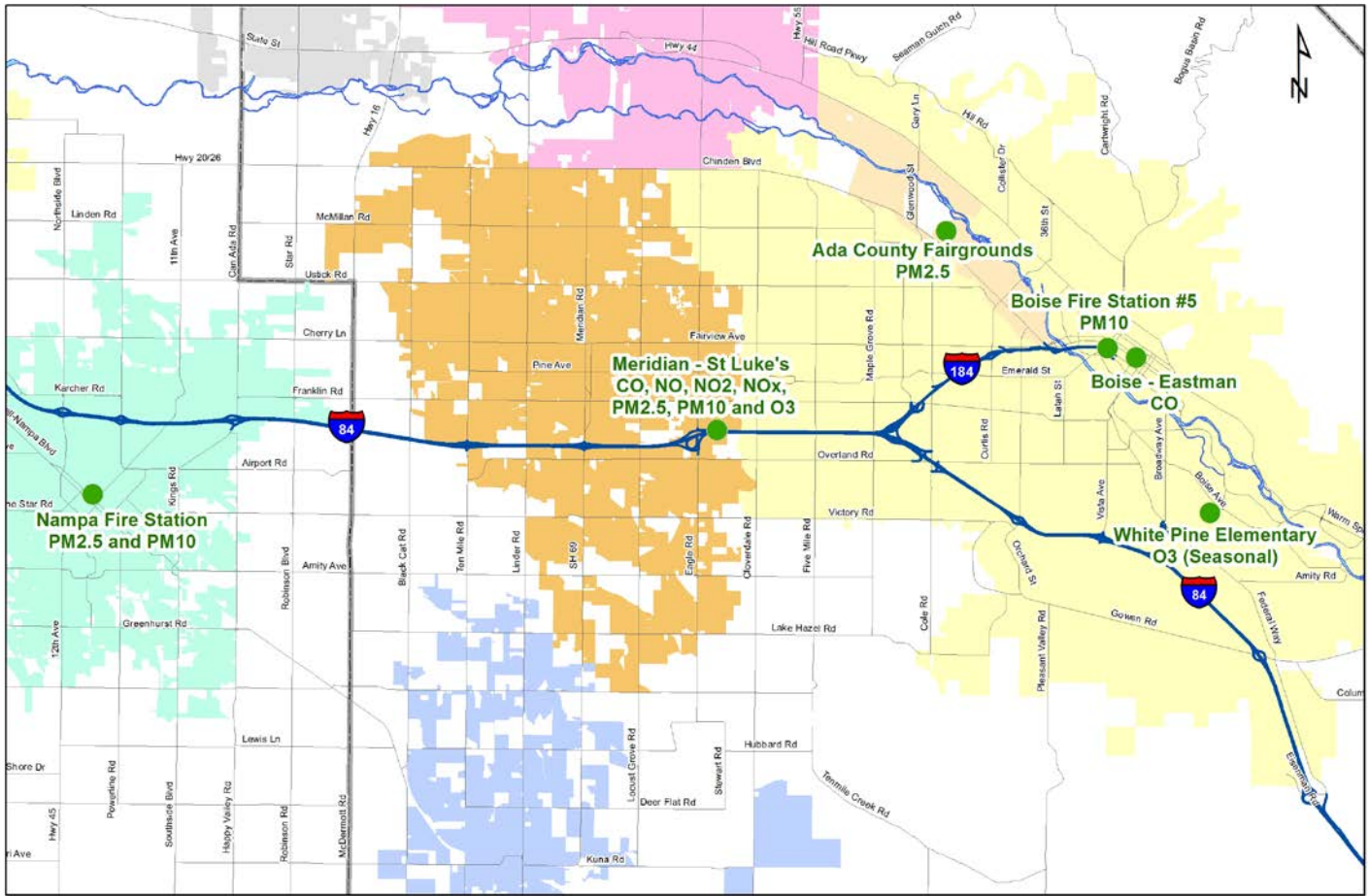
- 13 days were attributable PM<sub>2.5</sub> recorded in both counties.
- 2 days were attributable PM<sub>2.5</sub> recorded in Ada County.

#### Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 1, 2012.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	186	138	10	334

Note: 2012, 2016, and 2020 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

## Pollutant Descriptions

<b>Carbon Monoxide (CO)</b>	A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
<b>Oxides of nitrogen (NO<sub>x</sub>)</b>	NO <sub>x</sub> is a generic term for mono-nitrogen oxides NO and NO <sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. They are precursors (building blocks) of ozone.
<b>Ozone (O<sub>3</sub>)</b>	A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO <sub>x</sub> combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
<b>PM<sub>2.5</sub></b>	Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
<b>PM<sub>10</sub></b>	Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

### More Information:

- 1) For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or [mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org)
- 2) For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or [Michael.Toole@deq.idaho.gov](mailto:Michael.Toole@deq.idaho.gov)

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REGIONAL TRANSPORTATION ADVISORY COMMITTEE

VI-C

Attendance List

Member Agency/Name	Jan '22	Feb '22	Mar '22	Apr '22	May '22	June '22*	July '22	Aug '22	Sept '22	Oct '22	Nov '22	Dec '22	TOTAL
ACHD/ T. Ferch/K. Inselman (Oct 22)/T. Laws	1	1	3	3	2	2	3	3	3	3	3		27
Ada County/ L. Letson/B. Moore/S.Yarrington	1	2	3	2	2	3	2	2	3	1	3		24
Boise State/ G. Finkelstein	1	1	1	0	0	0	1	1	1	1	1		8
Canyon County/ E. Allen/D. Krasowski/D. Lister	1	1	1	0	1	1	2	1	2	0	1		11
Canyon Highway District #4/ L. Riccio	1	1	1	0	1	1	1	1	1	1	0		9
City of Boise/ K. Gallagher/D. Rader/J. Szelag	1	2	2	2	0	1	1	1	0	1	1		12
City of Caldwell/ W. Herbel (Oct 22)/R. MacDonald	1	1	1	1	2	0	1	2	1	1	1		12
City of Eagle/ N. Baird Spencer/B. Vaughan	1	1	2	1	2	2	1	1	1	1	1		14
City of Garden City/ H.Veal	1	1	1	1	1	1	1	1	1	1	0		10
City of Greenleaf/ L. Belt	1	1	1	1	1	1	1	1	1	1	1		11
City of Kuna/ D. Hanson	1	0	1	1	1	1	1	1	1	1	1		10
City of Melba/ D. Romine	1	1	1	1	1	1	1	1	0	1	1		10
City of Meridian/ M. Carson/C. Hood/B. McClure	1	3	3	3	3	1	3	3	0	1	2		23
City of Middleton/ J. VanGilder	1	0	0	1	0	0	0	0	1	1	1		5
City of Nampa/ M. Steuer/C. Bowman/R. Ashby	1	2	3	2	2	2	3	3	3	2	2		25
City of Notus/ Vacant	0	0	0	0	0	0	0	0	0	0	0		0
City of Parma/ Vacant (Aug '22)	1	1	1	1	1	0	1	0	0	0	0		6
City of Star/ S. Nickel	1	0	1	1	1	0	0	0	1	1	1		7
City of Wilder/ Vacant	0	0	0	0	0	0	0	0	0	0	1		1
Golden Gate Highway District. # 3/ B. Watkins	1	0	0	0	0	0	0	0	0	did not renew membership 2023			1
IDEQ/ M. Toole	1	1	1	1	1	0	1	1	1	1	1		10
ITD/ V. Trimboli	1	1	1	1	1	1	1	1	0	1	0		9
Public Participation Committee/ L. Disney	0	0	1	1	0	0	1	0	1	1	1		6
Valley Regional Transit/ S. Hunt	1	1	1	1	1	1	1	1	1	1	1		11
Central District Health/ S. Kenney	1	1	1	1	1	1	0	0	0	1	0		7
Governor's Office/ Vacant	0	0	0	0	0	0	0	0	0	0	0		0

T:\FY22\900 Operations\Board\Committee Attendance\AttendanceLists\_2022.xlsx

\*Cancelled due to lack of quorum



**Community Planning Association (COMPASS)  
 Administrative Modification #19 for FY2022-2028 Transportation Improvement Program (TIP)  
 Administrative Modification #1 for FY2023-2029 TIP**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
CPA1 (20560)	Planning, COMPASS	COMPASS	\$1,887,000	\$1,887,000	0.00%	STBG-TMA Local	2023	Decrease PC by \$232,000. (KN CPA1)	Break out the key number to match the FY2023-2029 TIP for first quarter obligation. Multiple projects are combined in the FY2022-2028 TIP, but listed individually in the FY2023-2029 TIP. No change to totals.
						STBG-TMA Local	2023	Increase PC by \$232,000. (KN 20560)	
CPA2 (19144 and 22108)	Planning, Metropolitan Planning Funds, COMPASS	COMPASS	\$7,682,000	\$8,021,000	4.41%	FTA 5303	2023	Decrease PC by \$337,000. (KN CPA2)	Break out the key number to match the FY2023-2029 TIP for first quarter obligation and adjust FY2023 funds to KN 19144 and 22108 to match FY2022 appropriations and as shown in the FY2023-2029 TIP. Projects are combined in the FY2022-2028 TIP, but listed individually in the FY2023-2029 TIP.
						FTA 5303	2023	Increase PC by \$416,000. (KN 19144)	
						FHWA Metro Planning	2023	Decrease PC by \$1,199,000. (KN CPA2)	
						FHWA Metro Planning	2023	Increase PC by \$1,459,000. (KN 22018)	
CPA3 (22015)	Commuteride, ACHD	ACHD	\$1,595,000	\$1,595,000	0.00%	STBG-TMA	2023	Decrease CN by \$220,000. (KN CPA3)	Break out the key number to match the FY2023-2029 TIP for first quarter obligation. Multiple projects are combined in the FY2022-2028 TIP, but listed individually in the FY2023-2029 TIP. No change to totals.
						STBG-TMA	2023	Increase CN by \$220,000. (KN 22015)	
7827	Study, SH-44, Junction I-84 in Canyon County to SH-55 in Eagle Star Road to SH-44 (Eagle Road)	ITD	\$6,466,000	\$6,516,000	0.77%	STBG-State	2022	Decrease PC by \$910,000.	Delay part of the FY2022 funds to FY2023 at the request of ITD. Adjust title and description to match updated termini of study.
						STBG-State	2023	Increase PC by \$960,000.	
12368	Franklin Road, Black Cat to Ten Mile, Ada Co	ACHD	\$12,219,732	\$12,233,291	0.11%	Non Participating	2023	Increase CN by \$13,559.	Update end date to 12/31/22 and increase construction costs to cover final voucher review; additional time needed to complete closeout activities at the district level.
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	ACHD	\$2,303,300	\$2,304,945	0.07%	Non Participating	2023	Increase CN by \$1,645.	Increase costs to cover overages discovered in the closeout process and Update end date to 7/31/2023; extended to complete closeout.
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023	ACHD	\$1,109,000	\$1,109,000	0.00%	Local Participating	2023	Decrease CN by \$1,015,000.	Convert local funds to federal-aid funds and advance most of the advance construction per TMA Balancing October 26, 2022.
						AC Local	2023	Increase CN by \$100,000.	
						AC Local	2024	Decrease CN by \$100,000.	
						STBG-TMA	2023	Increase CN by \$915,000.	
						STBG-TMA	2024	Increase CN by \$100,000.	
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	ACHD	\$2,569,000	\$2,569,000	0.00%	Local Participating	2023	Decrease CN by \$21,000.	Convert local funds to federal-aid funds per TMA Balancing October 26, 2022.
						STBG-TMA Local	2023	Increase CN by \$21,000.	
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	ACHD	\$7,503,000	\$7,503,000	0.00%	STBG-TMA	2023	Increase LP by \$150,000.	Convert local funds to federal-aid per TMA Balancing October 26, 2022.
						Local Participating	2023	Decrease LP by \$150,000.	
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	ITD	\$11,944,000	\$22,071,468	84.79%	NHPP	2023	Decrease CE by \$281,532 and increase CN by \$10,409,000.	Increase costs to match final engineer's estimate with no change in scope (per Amendment Policy criteria #7).
20841  <b>117</b>	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	City of Eagle	\$4,657,000	\$4,251,000	-8.72%	AC Local	2022	Decrease CN by \$280,000.	Adjust costs to actual obligations and move FY2023 funds from STBG-TMA to TAP-TMA for balancing flexibility per TMA Balancing October 26, 2022.
						AC Local	2023	Increase CN by \$280,000.	
						STBG-TMA	2023	Decrease CN by \$1,238,000.	
						TAP-TMA	2022	Increase PC by \$16,000. Decrease CC by \$16,000.	
						TAP-TMA	2023	Increase CN by \$832,000.	



			Scheduled Funding for Project Lifetime						
Key	Project	Sponsor	*Current Total	*Revised Total	**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	VRT	\$1,461,000	\$2,846,650	94.84%	STBG-TMA	2025	Increase CN by \$1,385,650.	Increase costs to match final engineer's estimate with no change in scope (per Amendment Policy criteria #7).
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	City of Nampa	\$9,469,000	\$8,987,492	-5.09%	Freight	2022	Decrease PE by \$9,000, PL by \$50,000, and PC by \$900,000.	Adjust previous expenditures to actual obligations and make adjustments and delay construction per ITD and City of Nampa.
						Freight	2023	Increase RW by \$600,000. Decrease CE by \$20,000, CC by \$700,000, CL by \$90,000, and CN by \$7,200,000.	
						Freight	PD	Increase CE by \$20,400, CC by \$714,000, CL by \$90,000, and CN by \$7,344,000.	
							Previous	Decrease by \$280,908.	
22390	Roadway and ADA Improvements, Boise Area - FY2027	ACHD	\$7,889,000	\$9,259,000	17.37%	Local Participating	2023	Decrease PC by \$29,000.	Change local participating to advanced construction in FY2023, provide the offset of advanced construction in FY2025, and make adjustments to match FY2023-2029 TIP amounts to prepare for first quarter obligations. Increase in STBG-TMA 2025 per TMA Balancing on October 26, 2022.
						AC Local	2023	Increase PC by \$29,000.	
						AC Local	2025	Decrease PE by \$29,000.	
						STBG-TMA	2024	Increase PC by \$228,000.	
						STBG-TMA	2025	Increase PE by \$29,000.	
STBG-TMA	2027	Increase CE by \$50,000, CC by \$99,000, and CN by \$993,000.							
22922	SR2S, VRT, Canyon County - FY2022	VRT	\$65,000	\$64,753	-0.38%	TAP-State	2022	Decrease CN by \$65,000.	Delay project from FY2022 to FY2023.
						TAP-State	2023	Increase CN by \$64,753.	
23080	I-84, Franklin Road Interchange to Karcher Road Interchange - Widen Westbound, Nampa	ITD	\$70,289,000	\$70,289,000	0.00%	GARVEE	2023	Decrease CE by \$20,000, CC by \$400,000, and CN by \$1,000,000.	Adjust amounts and funding sources to match current estimates.
						Capacity	2023	Increase CE by \$20,000, CC by \$400,000, and CN by \$1,000,000.	
23081	I-84, Franklin Road Interchange to Karcher Road Interchange - Widen Eastbound, Nampa	ITD	\$47,827,000	\$47,827,000	0.00%	TECM Capacity	2023	Increase CE by \$20,000, CC by \$400,000, and CN by \$1,000,000.	Adjust amounts and funding sources to match current estimates.
						GARVEE	2023	Decrease CE by \$20,000, CC by \$400,000, and CN by \$1,000,000.	
23095	Five Mile Road Overpass and Widening, Boise	ACHD	\$4,257,000	\$4,252,000	-0.12%	STBG-TMA	2023	Increase ROW by \$10,000.	Convert local funds to STBG-TMA funds, per TMA balancing on October 26, 2022. Adjust previous expenditures, as funds were not obligated in FY2021.
						Local Participating	2023	Decrease ROW by \$10,000.	
						N/A	Previous	Decrease by \$5,000.	
23175	Study, SH-16, SH-44 to Junction SH-52, Environmental Reevaluation	ITD	\$3,000,000	\$3,000,000	0.00%	STBG-State	2023	Increase PE by \$50,000 and PC by \$2,950,000.	Advance the study from FY2026 to FY2023 and change the funding source from NHPP to STBG-State, as shown in the FY2023-2029 TIP, to prepare project for first quarter obligation.
						NHPP	2026	Decrease PE by \$50,000 and PC by \$2,950,000.	
23307	Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise	Boise	\$1,493,000	\$1,515,000	1.47%	STBG-TMA	2026	Increase RW by \$105,000.	Adjust project to match the FY2023-2029 TIP, which also included \$94,000 in TAP-TMA in 2023, now removed through TMA balancing on October 26, 2022. The funds were added through the End-of-year program in 2022 and are no longer needed. The previous expenditures in the FY2023-2029 TIP need to be adjusted to increase by \$94,000.
						STBG-TMA	2027	Increase UT by \$48,000, CE by \$5,000, CC by \$137,000, CL by \$37,000, and CN by \$914,000.	
						STBG-TMA	PD	Decrease ROW by \$5,000, LP by \$100,000, UT by \$48,000, CE by \$5,000, CC by \$134,000, CL by \$36,000, and CN by \$896,000.	

			Scheduled Funding for Project Lifetime						
Key	Project	Sponsor	*Current Total	*Revised Total	**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
23408	SH-16, Ustick Road to US 20/26, Ada County	ITD	\$78,957,000	\$78,707,603	-0.32%	TECM	2022	Decrease CC by \$5,200,000 and CN by \$73,457,000.	Delay construction from FY2022 to FY2023 as approved in the FY2023-2029 TIP and adjust funding sources and costs to match current engineer's estimate.
						TECM	2023	Increase CC by \$2,409,415 and CN by \$73,171,086	
						Leading Idaho	2023	Increase CC by \$36,517.	
						Leading Idaho	2024	Increase CC by \$2,790,585.	
23409	SH-16, Franklin Road to Ustick Road, Canyon County	ITD	\$74,129,000	\$49,128,581	-33.73%	NHPP	2023	Increase CC by \$200,000. Decrease CE by \$2,300,000 and CN by \$32,600,000.	Delay construction from FY2022-2023 to FY2022-2026 as approved in the FY2023-2029 TIP and adjust costs to match current engineer's estimate.
						NHPP	2024	Increase CC by \$2,000,000 and CN by \$12,599,581. Decrease CE by \$2,900,000.	
						NHPP	2025	Increase CC by \$2,000,000 and CN by \$15,000,000.	
						NHPP	2026	Increase CC by \$1,000,000 and CN by \$5,000,000.	
						GARVEE	2022	Decrease by \$25,000,000.	
23410	SH-16, I-84 to Franklin Road, Nampa	ITD	\$56,022,000	\$51,121,481	-8.75%	State	2022	Decrease CE by \$300,000.	Delay construction from FY2022 to FY2022-2023 as approved in the FY2023-2029 TIP and adjust costs to match current engineer's estimate.
						TECM	2022	Increase CE by \$300,000. Decrease CC by \$2,160,015 and CN by \$24,820,018.	
						TECM	2023	Increase CC by \$2,160,015 and CN by \$17,419,499.	
						Local Participating	2022	Increase CN by \$2,500,000.	
23535	SH-21, Pavement Preservation, Boise	ITD	\$0	\$1,217,670	100.00%	STBG-State	2023	Increase PE by \$75,900, CE by \$75,900, and CN by \$1,065,870.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation. The funding source in the FY2023-2029 TIP also changes from state to federal.
23542	SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County	ITD	\$0	\$3,058,600	100.00%	STBG-State	2023	Increase PE by \$51,600 and PC by \$120,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation.
						STBG-State	2027	Increase CE by \$103,000, CC by \$180,000, and CN by \$2,604,000.	
23599	MS4 Permit and Storm Water Management Program, Ada County	ITD	\$0	\$250,000	100.00%	STBG-State	2023	Increase PC by \$250,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation.
23630	Study (PEL), SH-44, I-84 to Star Road, Canyon County	ITD	\$0	\$3,000,000	100.00%	STBG-State	2023	Increase PC by \$3,000,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation.
23667	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	VRT	\$0	\$186,000	100.00%	STBG-TMA	2023	Increase CN by \$186,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation.
23674	Smart Trips Treasure Valley, ACHD	ACHD	\$0	\$453,000	100.00%	Local Participating	2023	Increase PC by \$62,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation.
						STBG-TMA	2023	Increase PE by \$3,000, and PC by \$388,000.	
23731	Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	City of Nampa	\$0	\$5,370,000	100.00%	Freight	2025	Increase PC by \$400,000 and ROW by \$630,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation. Project also advanced in the FY2023-2029 TIP, from PD, per ITD.
						Freight	2026	Increase CN by \$4,340,000.	
23879	SH-21, Mores Creek Bridge Repair, Ada County	ITD	\$0	\$6,550,000	100.00%	STBG-State	2023	Increase PE by \$100,000, and PC by \$700,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation.
						STBG-State	2026	Increase CE by \$750,000 and CN by \$5,000,000.	

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
23883	2nd Street South, Safety Improvements, Nampa	City of Nampa	\$0	\$1,500,000	100.00%	Local HSIP	2023	Increase PE by \$13,000, PC by \$519,000, and PL by \$117,000.	Add to TIP, as shown in the FY2023-2029 TIP to prepare for first quarter obligation.
						Local HSIP	2026	Increase CE by \$13,000, CC by \$519,000, CL by \$117,000, and CN by \$202,000.	

Change all temporary key numbers by removing the "ORN" from the key number.

AC = Advanced Construction  
 ACHD = Ada County Highway District  
 ADA = Americans with Disabilities Act  
 CC = Construction Engineering Consultant  
 CE = Construction Engineering  
 CL = Construction Engineering LHTAC  
 CN = Construction  
 FTA = Federal Transit Administration  
 FY = Fiscal Year  
 GARVEE = Grant Anticipation Revenue Vehicle  
 HSPI = Highway Safety Improvement Program  
 I = Interstate

INFRA = Infrastructure for Rebuilding America  
 ITD = Idaho Transportation Department  
 KN = Key Number  
 LHSIP = Local Highway Safety Improvement Program  
 LHTAC = Local Highway Technical Assistance Council  
 LU = Large Urban  
 NEPA = National Environmental Policy Act  
 NHPP = National Highway Performance Program  
 PC = Preliminary Construction  
 PD = Preliminary Development  
 PL = Preliminary Engineering LHTAC  
 PE = Preliminary Engineering

R = Rural  
 RRX = Railroad Crossing  
 ROW = Right of Way  
 SR2S = Safe Routes To School Program  
 STBG - R = Surface Transportation Block Grant, Rural  
 STBG - U = Surface Transportation Block Grant, Urban  
 TAP = Transportation Alternatives Program  
 TECM = Transportation Expansion and Congestion Mitigation  
 TIP = Transportation Improvement Program  
 TMA = Transportation Management Area  
 TVT = Treasure Valley Transit  
 VRT = Valley Regional Transit

Staff Recommendation:

*Sherone Sader*

Sherone Sader, Data Specialist  
 COMPASS

Approval:

*Matthew J. Stoll*

Matthew J. Stoll, Executive Director  
 COMPASS

Date:

*11/1/2022*





**Community Planning Association (COMPASS)  
Administrative Modification #20 for FY2022-2028 Transportation Improvement Program (TIP)  
Administrative Modification #2 for FY2023-2029 TIP**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
NEW04/NEW08 23970	Transit, Replacement Vehicles, Boise Area, VRT	VRT	\$0	\$0	0.00%	N/A	N/A	N/A	Change key number from NEW04/NEW08 to 23970.
7827	Study, SH-44, Star Road to SH-44 (Eagle Road)	ITD	\$6,515,933	\$6,621,445	1.62%	STBG-State	2023	Increase PE by \$68,120 and PC by \$37,392.	Cover current estimated costs for the study. Funds from KN 21906.
9967	Study, SH-55, Marsing to New Meadows, Corridor Plan	ITD	\$685,660	\$696,660	1.60%	NHPP	2023	Increase PE by \$11,000.	Cover current estimated costs for the study. Funds from KN 21906.
9969	Study, SH-69, Kuna to Meridian, Corridor Plan	ITD	\$293,500	\$343,500	17.04%	STBG-State	2023	Increase PC by \$50,000.	Cover current estimated costs for the study. Funds from KN 21906.
9971	Study, SH-45, Junction SH-78 to Nampa, Corridor Plan	ITD	\$47,500	\$57,500	21.05%	STBG-State	2023	Increase PE by \$10,000.	Cover current estimated costs for the study. Funds from KN 21906.
15001	Cost Increase Set-Aside	COMPASS	\$0	\$1,799,000	100.00%	TAP-TMA	2025	Increase CN by \$442,000.	Add project to show set-aside amounts approved FY2023-2029 TIP, after balancing actions. OK to process, as these are a set-aside, not programmed funds.
						TAP-TMA	2026	Increase CN by \$25,000.	
						TAP-TMA	2027	Increase CN by \$109,000.	
						STBG-TMA	2025	Increase CN by \$420,000.	
						STBG-TMA	2026	Increase CN by \$264,000.	
						STBG-TMA	2027	Increase CN by \$539,000.	
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	ITD	\$22,071,000	\$16,071,468	-27.18%	AC (Unbudgeted)	2023	Increase PE by \$3,000, CE by \$94,819, and CC by \$1,268,839 and CN by \$14,504,810.	Correction to Administrative Modification #19/1, as incorrect information was provided. Updates cover current engineer's estimate for construction and provides additional PE to cover a cost overrun. Funds converted to Advanced Construction due to limited obligation authority, but are expected to convert back to NHPP when funds are available.
						NHPP	2023	Decrease CE by \$638,000 and CN by \$21,233,000.	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	City of Eagle	\$4,251,139	\$4,377,139	2.96%	STBG-TMA	2023	Increase CN by \$126,000.	Correct error in Administrative Modification 19/1. There was no intent to reduce total cost in the previous action. STBG-TMA construction total was incorrect. This changes matches the balancing action from RTAC on October 26, 2022. Action includes moving funds from CE to PE to cover a cost overrun.
						Local Participating	2023	Increase PE by \$2,674. Decrease CE by \$2,674.	
21906	Study, SH-55, Pear Lane to Middleton Road, Canyon County	ITD	\$2,772,100	\$2,595,588	-6.37%	Capacity	2022	Increase PE by \$13,000. Decrease PC by \$13,000.	Reduce funds to more closely match expenditures in preparation for project close-out. Also reflects previous move of \$13,000 from PC to PE to cover a cost overrun.
						Capacity	2023	Decrease PE by \$476 and PC by \$176,036.	
22395	Study, Fiscal Impact Analysis, COMPASS	COMPASS	\$60,000	\$60,000	0.00%	STBG-TMA	2023	N/A	Change description to remove that work will develop a web-based interface as well as the outreach and training element of the project, as the vendor will not allow the data to be used in this manner. Funds will still be used to update and improve data for the fiscal analysis tool. The tool will be available to member agencies through COMPASS staff.

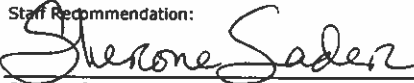
Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
23095	Five Mile Road Overpass and Widening, Boise	ACHD, ITD	\$4,252,000	\$4,252,000	0.00%	STBG-TMA	2023	Decrease ROW by \$10,000.	Correction to funding source.
						TAP-TMA	2023	Increase ROW by \$10,000.	

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FY = Fiscal Year  
HSIP = Highway Safety Improvement Program  
I = Interstate

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KN = Key Number  
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LHTAC = Local Highway Technical Assistance Council  
LU = Large Urban  
NEPA = National Environmental Policy Act  
NHPP = National Highway Performance Program  
PC = Preliminary Construction  
PD = Preliminary Development  
PL = Preliminary Engineering LHTAC  
PE = Preliminary Engineering

R = Rural  
RRX = Railroad Crossing  
ROW = Right of Way  
STBG - R = Surface Transportation Block Grant, Rural  
STBG - U = Surface Transportation Block Grant, Urban  
TAP = Transportation Alternatives Program  
TECM = Transportation Expansion and Congestion Mitigation  
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Staff Recommendation:



Sherone Sader, Data Specialist  
COMPASS

Approval:



Matthew J. Stoll, Executive Director  
COMPASS

Date:

12-2-2022